The New-York Times.

VOL. IX.—NO. 2513. NEW-YORK, MONDAY, OCTOBER 10, 1859. PRICE TWO CENTS.

NEWS FROM EUROPE.

ARRIVAL OF THE CANADA'S MAILS.

The Search for Sir John Franklin.

THE GREAT EASTERN.

The Nova Jassa Quarrel.

The mails by the *Canada*, whose arrival at Boston has been announced, reached this City at a late hour on Saturday night.

They include files furnish most interesting particulars of Capt. McCLINTOCK's successful explorations in the Arctic yacht Fox.

We give below the latest rumors and reports concerning the chess of the Zurich Conferences and the establishment of a definitive peace. They are not materially modified.

It is stated that in the course of his private interviews with the deputations from Parma and Modena, Victor Emanuel urged upon them the necessity of accepting the arrangements of Italy. "It is not impossible," he said, "that the present situation, still critical, will compel us to draw the sword once more; and in that case you will understand that I may upon the arms of those who proclaim themselves my subjects."

The Paris correspondent of the London Times, who professes to have derived his information from pretty French authority which he cannot mistrust, speaks of naval armaments progressing on a colossal scale. According to him, there are now building in the French dockyards no fewer than twenty ships of the line, the tonnage of the largest and ten of the second class. They are to be terminated within eighteen months. As a proof of the correctness of his statement the same correspondent, in a subsequent letter, furnishes the following paragraph from the semi-official *Moniteur-de-la-Flotte*:

"There is going to be put upon the stocks at Cherbourg a second class (steel-plated) vessel of the first colass, which will be called the *Solferino*, and will be on the model of the *Magenta*, now constructing at Brest. The trials of the steel-plated gun-boats just made off the Island of Hyères having completely succeeded, the Emperor has, it is said, decided, that after some corrections, pointed out by experience, have been made on the first model, 50 of those gunboats shall be constructed."

It is stated that the *Great Eastern* would arrive at Holyhead on the 12th of October, and that on Monday the 17th the Queen and Royal family would visit the ship. In the course of the second week of the *Great Eastern's* stay at Holyhead, a magnificent banquet would be given to the Directors by the Directors of the London and North-Western Railway Company.

The following paragraph, of some interest to the American reader, is from the London *Times*:

"The British Navy is just about to lose one of the old frigates which played a conspicuous part during the American war. The Lawrence, formerly called the *Java*, which, under the command of Capt. P. Brown, attacked and made the capture of the famous Chesapeake on the 1st of June, 1815, having arrived at Chatham yesterday, in tow of the *Arrogant* and *Adder*, for the purpose of being broken up. The *Java* since her last cruise has been stationed at Bermuda for some time, where she has been employed in harbor service, but the Admiralty have now ordered her to be taken to pieces."

Arrangements are said to be in progress to convene a meeting of the County of Tipperary, Ireland, to protest against the threatened eviction of the tenantry on the estates of Lord Dacre. Trouble is anticipated from the demonstration.

With respect to Chinese affairs, the correspondent of the London *Times* says that, in Paris, it is pretty confidently affirmed that war is not so inevitable as it has been thought to be. It is said that the expedition will be sent out, but not for the immediate and unconditional commencement of hostilities; that it will have the Ambassadors with it, and that, should these be received, and proper and ample satisfaction given for the Pei-ho affair, a conflict may be avoided. M. de Bourboulon's recall is said to be beyond a doubt, and it is reported that he will be replaced by his colleague by a military man.

Sir CUSACK ROBEY has addressed a startling communication to the Dublin journals in reference to the Treasury subsidy toward the Lever line of packets. He says the Administration of Lord PALMERSTON had determined to repudiate the Galway subsidy; and that steps to that end will be taken at the next session of Parliament. The *Freeman's Journal*, in a long and rather angry comment upon the foregoing, expresses its disbelief in the accuracy of Sir CUSACK's information, and sets out the reasons which induce it to arrive at the conclusion that no Government, having gone so far, could now venture to break faith in the manner alleged.

THE FATE OF FRANKLIN.

RETURN OF THE EXPLORING YACHT "FOX."

From the London Times.

The *Fox* screw discovery vessel (Capt. M'CLINTOCK,) which was sent to the Arctic regions at the expense of Lady FRANKLIN, to discover traces of the missing expedition, arrived off the Isle of Wight on Wednesday. On landing, Capt. M'CLINTOCK at once came on by train for London, bringing with him two cases containing relics of the long missing expedition of Sir JOHN FRANKLIN. We have received the following from the Admiralty:

"Thursday, Sept. 22—10:30 A. M.

The Secretary of the Admiralty presents his compliments to the Editor of the *Times*, and forwards the accompanying letter for insertion."

YACHT FOX, R. Y. S.

SIR: I beg you will inform the Lords Commissioners of the Admiralty of the safe return to this country of Lady Franklin's Final Searching Expedition, which I have had the honor to conduct.

Their Lordships will rejoice to hear that our endeavors to ascertain the fate of the "Franklin Expedition" have met with complete success.

At Point Victory, upon the northwest coast of King William's Island, a record has been found, dated the 25th of April, 1848, and signed by Captains CROZIER and FITZJAMES. By it we were informed that her Majesty's ship *Erebus* and *Terror* were abandoned on the 22d April, 1848, in the ice, five leagues to the N. N. W., and that the survivors—in all amounting to 105 souls—under the command of Capt. CROZIER—were proceeding to the Great Fish River. Sir JOHN FRANKLIN had died on the 11th of June, 1847.

Many deeply interesting relics of our lost countrymen have been gathered up upon the western shore of King William's Island, and from the records from the Esquimaux, by whom we were informed that, unable to get their ships any more, they had been compelled to abandon them to the ice, and the other forced on shore, where she has ever since been, affording them an almost inexhaustible mine of wealth.

Being unable to penetrate beyond Bellot Strait, the *Fox* wintered in Brentford Bay, and the search—including the estuary of the Great Fish River and the discovery of 800 miles of coast line, by which we have united the explorations of the former searching expeditions to the north and west of our position with those of Sir JAMES ROSS, DEASE, SIMPSON and RAE to the south—has been performed by sledge journeys this spring, conducted by Lieut. HOBSON, R. N., Capt. ALLEN YOUNG and myself.

As a somewhat detailed report of our proceedings will doubtless be interesting to their Lordships, it is herewith tendered, together with a chart of our discoveries and explorations, and at the earliest opportunity I will present myself at the Admiralty to afford further information, and lay before their Lordships the record found at Point Victory.

I have the honor to be, &c.,

F. L. M'CLINTOCK, Captain R. N.

To the Secretary of the Admiralty.

THE EXPLORATION AND DISCOVERY.

MOST INTERESTING REPORT BY CAPT. M'CLINTOCK.

It will be remembered that the *Fox* effected her escape out of the main pack in Davis' Straits, in lat. 63½° N., on the 26th of April, 1858, after a Winter's ice drift of 1,194 geographical miles.

The small settlement of Holsteinborg was reached on the 29th, and such very scanty supplies obtained as the place afforded.

On the 9th of May our voyage was recommenced; Godhaven and Upernivik visited, Melville Bay crossed early in June, and crossed to Cape York by the 20th; here some natives were communicated with; they immediately recognized Mr. PETERSEN, our interpreter, formerly known to them in the Grinnell expedition under Dr. KANE. In reply to our inquiries for the Esquimaux dog-driver ELIJAH, left behind from the *Advance* in 1855, they told us that he was residing at Whale Sound. Had he been there I would most gladly have embarked him, as his longing to return to North Greenland continues unabated.

On the 24th of July communicated with the Cape Warrender natives, near Cape Horsburgh; they had not seen any ships since the visit of the *Phœnix* in 1854, nor have any wrecks ever drifted upon their shores.

It was not until the 27th of July that we reached Pond's Inlet, owing to a most unusual prevalence of ice in the northern portion of Baffin's Bay, and which rendered our progress since leaving Holsteinborg one of increasing struggle. Without steam power we could have done nothing. Here only one old woman and a boy were found, but they served to pilot us up the Inlet for 25 miles, when we arrived at their village. For about a week we were in constant and most interesting communication with these friendly people. Briefly, the information obtained from them was, that nothing whatever respecting the Franklin expedition had come to their knowledge, nor had any wrecks within the last 20 or 30 years reached their shores.

The remains of three wrecked ships are known to them; two of these appear to have been the whalers *Hecterly* and *Aurora*, wrecked in Aug., 1821, some 70 or 80 miles southward of Pond's Inlet. The third vessel, now almost buried in the sand, lies a few miles east of Cape Hay. This people communicate overland every Winter with the tribes at Igloolik; they all knew of PARRY's ships having wintered there in 1822-3, and had heard of late years of Dr. RAE's visit to Repulse Bay, describing his boats as similar to our whale boat, and his party as living in tents, within tents, within snow-houses, smoking pipes, shooting reindeer, &c. None died. They remained there only one Winter.

No rumor of the lost expedition has reached them. Within Pond's Inlet the natives told us the ice decays away every year, but so long as any remains whales abound. Several large whales were seen by us, and we found among the natives a considerable quantity of whalebone and many narwhals' horns, which they were anxious to barter for knives, files, saws, rifles, and wool; they drew us some rude charts of the inlet, showing that it expands into an extensive channel looking westward into Prince Regent's Inlet.

We could not but regret that none of our own whaling friends—from whom we had recently received so much kindness—were here to profit by so favorable an opportunity. Leaving Pond's Inlet on the 6th of August we reached Beechy Island on the 11th, and landed a handsome marble tablet, sent on board for this purpose by Lady FRANKLIN, bearing an appropriate inscription to the memory of our lost countrymen in the *Erebus* and *Terror*.

The provisions and stores seemed in perfect order, but a small boat was much damaged from having been turned over and rolled along the beach by a storm. The roof of the house received some necessary repairs. Having embarked some coals and stores we stood in need of, and touched at Cape Hotham on the 10th, we sailed down Peel Strait for twenty-five miles on the 17th, but finding the remainder of this channel covered with unbroken ice, I determined to make for Bellot Strait on the 19th August; examined into supplies remaining at Port Leopold, and left there a whaleboat, which we brought away from Cape Hotham for the purpose, so as to aid in our retreat should we be obliged eventually to abandon the *Fox*. The steam launch had been forced higher up on the beach, and somewhat damaged by the ice. Prince Regent's Inlet was unusually free from ice; but very little was seen during our run down to Brentford Bay, which we reached on the 20th of August. Bellot Strait, which communicates with the Western Sea, averages one mile in width by 17 or 18 miles in length. At this time it was filled with drift ice, but as the season advanced became perfectly clear; its shores are in many places faced with lofty granite cliffs, and some of the adjacent hills rise 1,600 feet; the tides are very strong, running six or seven knots at the springs. On the 6th of September we passed through Bellot Strait without obstruction, and secured the ship to fixed ice across its western outlet. From here, until the 27th, when I deemed it necessary to retreat into Winter quarters, we constantly watched the movements of the ice in the western sea or channel. In mid-channel it was broken up and drifting about; gradually the proportion of water increased, until at length the ice which intervened was reduced to three or four miles in width. But this was firmly held fast by numerous islets, and withstood the violence of the Autumn gales. It was tantalizing beyond description thus to watch from day today the free water which we could not reach, and which washed the rocky shore a few miles to the southward of us?

During the Autumn attempts were made to carry out dépôts of provisions towards the magnetic pole, but these almost entirely failed in consequence of the disruption of the ice to the southward. Lieut. HOBSON returned with his sledge parties in November, after much suffering from severe weather, and imminent peril on one occasion, when the ice upon which they were encamped became detached from the shore, and drifted off to leeward with them.

Our wintering position was at the east entrance to Bellot Strait, in a snug harbor, which I have named Port Kennedy, after my predecessor in these waters, the commander of one of Lady FRANKLIN's former searching expeditions. Although vegetation was tolerably abundant, and our two Esquimaux hunters, Mr. PETERSEN, and several sportsmen, constantly on the alert, yet the resources of the country during 11½ months only yielded us eight reindeer, two bears, 16 seals, and a few waterfowl and ptarmigan.

The Winter was unusually cold and stormy. Arrangements were completed during the Winter for carrying out our intended plan of search. I felt it to be my duty personally to visit Marshal Island, and in so doing purposed to complete the circuit of King William's Island.

To Lieut. HOBSON I allotted the search of the western shore of Boothia to the magnetic pole, and from Gateshead Island westward to Wynniatt's furthest. Capt. ALLEN YOUNG, our sailing master, was to trace the shore of Prince of Wales' Land, from Lieut. BROWNE's furthest, and also to examine the coast from Bellot Strait northward, to Sir JAMES ROSS' furthest.

Early spring journeys were commenced on the 17th of Feb., 1859, by Capt. YOUNG and myself, Capt. YOUNG carrying his dépôt across to Prince of Wales' Land, while I went southward, towards the magnetic pole, *in the hope of communicating with the Esquimaux*, and obtaining such information as might lead us at once to the object of our search.

I was accompanied by Mr. PETERSEN, our interpreter, and ALEX. THOMPSON, quartermaster. We had with us two sledges, drawn by dogs. On the 29th of February, when near Cape Victoria, we had the good fortune to meet a small party of natives, and were subsequently visited by about 45 individuals.

For four days we remained in communication with them, obtaining many relics, and the information that several years ago a ship was crushed by the ice off the north shore, off King William's Island, but that all her people landed safely, and went away to the Great Fish River, where they died. This tribe was well supplied with wood, obtained, they said, from a boat left by the white men on the Great River.

We reached our vessel after 25 days' absence, in good health, but somewhat reduced by sharp marching and the unusually severe weather to which we had been exposed. For several days after starting, the mercury continued frozen.

On the 2d of April our long-projected Spring journeys were commenced; Lieut. HOBSON accompanied me as far as Cape Victoria, each of us had a sledge drawn by four men, and an auxiliary sledge drawn by six dogs. This was all the force we could muster.

Before separating we saw two Esquimaux families living out upon the ice in snow huts; from them we learned that a second ship had been seen off King William's Island, and that she drifted ashore on the Fall of the same year. From this ship they had obtained a vast deal of wood and iron.

I now gave Lieut. HOBSON directions to search for the wreck, and to follow up any traces he might find upon *King William's Island*.

Accompanied by my own party and Mr. PETERSEN, I marched along the east shore of King William's Island, occasionally passing deserted snow huts, but without meeting natives till the 8th of May, when off Cape Norton we arrived at a snow village containing about thirty inhabitants. They gathered about us without the slightest appearance of fear or shyness, although none had ever seen living white people before. They were most willing to communicate all their knowledge and barter all their goods, but would have stolen everything had they not been very closely watched. Many more relics of our countrymen were obtained; we could not carry away all we might have purchased. They pointed to the inlet we had crossed the day before, and told us that one day's march up it, and thence four days overland, brought them to the wreck.

None of these people had been there since 1857-8, at which time they said but little remained, their countrymen having carried away everything.

Most of our information was received from an intelligent old woman; she said it was on the fall of the year that the ship was forced ashore; many of the white men dropped by the way as they went towards the Great River; but this was only known to them in the Winter following, when their bodies were discovered.

They all assured us that we would find natives upon the south shore, at the Great River, and some few at the wreck; but unfortunately this was not the case. Only one family were met off Point Booth, and none at Montreal Island or any place subsequently visited.

Point Ogle, Montreal Island, and Barrow Island were searched without finding anything except a few scraps of copper and iron in an Esquimaux hiding-place.

Recrossing the Strait to King William's Island, we continued the examination of the southern shore without success until the 24th of May, when about ten miles eastward of Cape Herschell, a bleached skeleton was found, around which lay fragments of European clothing. Upon carefully removing the snow a small pocket-book was found, containing a few letters. These, although much decayed, may yet be deciphered. Judging from the remains of his dress, this unfortunate young man was a steward or officer's servant, and his position exactly verified the Esquimaux's assertion, that they dropped as they walked along.

On reaching Cape Herschell next day, he examined Simpson's Cairn, or rather what remains of it, which is only four feet high, and the central stones have been removed, as if by men seeking something within it. My impression at the time, and which I still retain, is that records were deposited there by the retreating crews, and subsequently removed by the natives.

After parting from me at Cape Victoria on the 28th of April, Lieut. HOBSON made for Cape Felix. At a short distance westward of it he found a very large cairn, and close to it three small tents, with blankets, old clothes, and other relics of a shooting or a magnetic station; but although the cairn was dug under, and a trench dug all round it at a distance of 10 feet, no record was discovered. A piece of blank paper folded up was found in the cairn, and two broken bottles, which may, perhaps, have contained records, lay beside it among some stones which had fallen from the top. The most interesting of the articles discovered here, including a boat's ensign, were brought away by Mr. HOBSON. About two miles further to the south-west a small cairn was found, but nothing recorded nor relics obtained. About three miles north of *Point Victory a second small cairn was examined*, but only a broken pickaxe and empty canister found.

On the 26th of May, Lieutenant HOBSON pitched his tent beside a large cairn upon Mount Victory. Lying among some loose stones which had fallen from the top of this cairn, was found a small tin case containing a record, the substance of which is briefly as follows:—This cairn was built by the Franklin expedition, upon the assumed site of Sir JAMES ROSS' pillar, which had not been found. The *Erebus* and *Terror* spent their first Winter at Beechy Island, after having ascended Wellington Channel to lat. 72 deg. N., and returned by the West side of Cornwallis Island. On the 12th of September, 1846, they were beset in lat. 70 05 N., and long. 98 23 W. Sir J. FRANKLIN died on the 11th of June, 1847. On the 22d of April, 1848, the ships were abandoned five leagues to the N.N.W. of Point Victory, and the survivors, 105 in number, landed here under the command of Captain CROZIER. This paper was dated April 25, 1848, and upon the following day they intended to start for the Great Fish River. The total loss by deaths in the expedition up to this date was nine officers and fifteen men. A vast quantity of clothing and stores of all sorts lay strewed about, as if here every article was thrown away which could possibly be dispensed with; pickaxes, shovels, boats, cooking utensils, ironwork, rope, blocks, canvas, a dip circle, a sextant engraved "FRANCIS HORNER, R. N.," a small medicine chest, oars, &c.

A few miles southward, across Back Bay, a second record was found, having been deposited by Lieut. GORE and M. DES VOEUX in May, 1847. It afforded no additional information.

Lieut. HOBSON continued his search until within a *few days' march of Cape Herschell*, without finding any trace of the records of the natives. He left full information of his important discoveries for me; therefore, when returning northward from the west shore of King William's Island, I had the advantage of knowing what had already been found.

Soon after leaving Cape Herschell the traces of natives became less numerous and less recent, and after rounding the west point of the island they ceased altogether. This shore is extremely low, and almost utterly destitute of vegetation. Numerous banks of shingle and low islets lie off it, and beyond these Victoria Strait is covered with heavy and impenetrable packed ice.

When in lat. 69° 07' N., and lon. 99° 27' W., we came to a large boat, discovered by Lieut. HOBSON a few days previously, as his notice informed me. It appears that this boat had been intended for the ascent of the Fish River, but was abandoned apparently upon a return journey to the ships, the sledge upon which she was mounted being pointed in that direction. She measured 28 feet in length, by 7½ feet wide, was most carefully fitted, and made as light as possible, but the sledge was of solid oak, and almost as heavy as the boat.

A large quantity of clothing was found within her, also two human skeletons. One of these lay in the after part of the boat, under a pile of clothing; the other, which was much more disturbed, probably by animals, was found in the bow. Five pocket watches, a quantity of silver spoons and forks, and a few religious books were also found, but no journals, pocket-books, or even names upon any articles of clothing. Two double-barrelled guns stood upright against the boat's side precisely as they had been placed eleven years before. One barrel in each was loaded and cocked; there was ammunition in abundance, also thirty pounds or forty pounds of chocolate, some tea and tobacco. Fuel was not wanting; a drift tree lay within one hundred yards of the boat.

Many very interesting relics were brought away by Lieutenant HOBSON, and some few by myself. On the 5th of June I reached Point Victory without having found anything further. The clothing, &c., was again examined for documents, note-books, &c., with out success, a record placed in the cairn, and another buried 10 feet true north of it.

Nothing worthy of remark occurred upon my return journey to the ship, which we reached on the 19th of June, five days after Lieut. HOBSON.

The shore of King William Island, between its north and West extremes, Capes Felix and Crozier, has not been visited by Esquimaux since the abandonment of the *Erebus* and *Terror*, as the cairns and articles lying strewed about, which are in their eyes of priceless value, remain untouched.

If the wreck still remains visible, it is probable she lies upon some of the off-lying islets to the southward between Capes Crozier and Herschel.

On June 28 Captain YOUNG and his party returned, having completed their portion of the search, by which the insularity of Prince of Wales' Land was determined, and the coast line intervening between the extreme points reached by Lieutenants OSBORNE and BROWNE discovered; also between Bellot Strait and Sir JAMES ROSS' furthest in 1840, at Four River Bay.

Fearing that his provisions might not last out the requisite period, Captain YOUNG sent back four of his men, and for 40 days journeyed on through fogs and gales with but one man and the dogs, building a snow hut each night; but few men could stand so long a continuance of labor and privation, and its effect upon Captain YOUNG was painfully evident.

Lieutenant HOBSON was unable to stand without assistance upon his return on board; he was not in good health when he commenced his long journey, and the sudden severe exposure brought on a serious attack of scurvy, yet he most nobly completed his work; and such facts will more clearly evince the unflinching spirit with which the object of our voyage has been pursued in these detached duties than any praise of mine.

We were now, at length, all on board again. *As there were some slight cases of scurvy*, all our treasured resources of Burton ale, lemon juice and fresh animal food were put into requisition, so that in a comparatively short time all were restored to sound health.

During our sojourn in Port Kennedy we were twice called upon to follow a shipmate to the grave. Mr. GEORGE BRANDS, engineer, died of apoplexy on the 6th of November, 1858. He had been out deer shooting several hours that day, and appeared in excellent health.

On the 14th of June, 1859, THOMAS BLACKWELL, ship's steward, died of scurvy. This man had served in two of the former searching expeditions. The Summer proved a warm one; we were able to start upon our homeward voyage on the 9th of August, and although the loss of the engine-driver in 1857, and of the engineer in 1858, left us with only two stokers, yet, with their assistance, I was able to control the engines and steam the ship up to Fury Point.

For six days we lay there closely beset, when a change of wind removing the ice, our voyage was continued almost without further interruption to Godhaven, in Disco, where we arrived on the 27th of August, and were received with great kindness by Mr. OLRICK, Inspector of North Greenland, and the local authorities, who obligingly supplied our few wants.

The two Esquimaux dog-drivers were now discharged, and on the 1st of September we sailed for England.

From all that can be gleaned from the record paper, and the evidence afforded by the boat, and various articles of clothing and equipment discovered, it appears that the abandonment of the *Erebus* and *Terror* had been deliberately arranged, and every effort exerted during the third Winter to render the traveling equipments complete.

It is much to be apprehended that disease had greatly reduced the strength of all on board, far more perhaps than they themselves were aware of.

The distance by sledge route, from the position of the ships when abandoned, to the boat is 65 geographical miles; and from the ships to Montreal Island 220 miles.

The most perfect order seems to have existed throughout.

In order to extend as much as possible the public utility of this voyage, magnetical, meteorological, and other observations, subservient to scientific purposes, and for which instruments were supplied through the liberality of the Royal Society, have been continually and carefully taken, and every opportunity has been embraced by the surgeon, D. WALSH, M. D., of forming complete collections in all the various branches of natural history.

This report would be incomplete did I not mention the obligations I have been laid under to the companions of my voyage, both officers and men, by their zealous and unvarying support throughout.

A feeling of entire devotion to the cause, which Lady FRANKLIN has so nobly sustained, and a firm determination to effect all that men could do, seems to have supported them through every difficulty. With less of this enthusiastic spirit, and cheerful obedience to every command, our small number—23 in all—would not have sufficed for the successful performance of so great a work.

F. L. M'CLINTOCK, Captain, R. N.,

Commanding the Final Searching Expedition.

The yacht *Fox*, R. Y. S., off the Isle of Wight, Wednesday, Sept. 21, 1859.

DESCRIPTION OF THE "FOX."

From the London Star, Sept. 24.

The little screw-yacht *Fox*, now famous, arrived in the East India Docks yesterday. It lay alongside the quay within the basin all day. Her appearance is as quiet and purpose-like as the narrative of her commander, Capt. M'CLINTOCK, now the theme of every tongue. She seems absolutely without a scratch on her black hull, and looks more sober, so to speak, than yachts in general. There is very little ornament about her, but what she has is in wonderfully good condition. The *Fox* is a round-sterned screw; has three slender, rather raking masts, is of top-sail schooner rig, and small poop aft. Indeed everything is small about the ship, save her achievements. She is rather sharp forward and her bows are plated over with iron. As one scans the *Fox* more closely, we detect preparations about her for other dangers than beset the English waters. She looks not unlike a bundle of heavy handspikes, iron pointed at each end, as if for fencing off drift ice. A beautiful Esquimaux canoe is lashed on her larboard quarter. A small anchor hanging over her side, amidships, besides the customary one at the bow, is suggestive of dangers risked and overcome. Outside the ship, at the bottom of the ropes that stay the foremast, are a couple of ice-saws ready for use. They greedily aid the mind in picturing the sort of work required of them. Another singularity in the aspect of the *Fox* is a pair of small antlers fixed at the end of the bowsprit—doubtless of some meaning to her crew, and connected with the discovery. The sole evidence of damage is a newly-broken spar, which lies on her deck, a part of her jib-boom carried away—somewhere on the English coast. In short, there lies the *Fox* LOOKING as uninteresting among the surrounding craft as ever hero does among the men of mark when his work is successfully achieved and his rest won.

THE GREAT EASTERN.

Curious Evidence About the Great Eastern Explosion—The Inquest a Farce—Conclusions of the London Times—How Sneak Speculators Manage Engineering Enterprises—Whether Gun Cuts Explode Boilers.

From Our Own Correspondent.

LONDON, Friday, Sept. 23, 1859.

One of the most remarkable short trials on record, considering the age and the country, has just been completed,—the inquest upon the victims of the *Great Eastern* explosion. During its progress the fearfully careless management to which great companies are liable, and the astonishing originality (to use a mild term) of the London Press, have been pretty thoroughly ventilated.

A very few extracts from the testimony, and a review, particularly of its omissions, will possess, I am sure, irrespectives of its painful circumstances, a melancholy interest. It was the simple duty of the Coroner's jury to ascertain the exact construction, circumstances and functions of the parts which exploded, and their authorship and superintendence at the time of the calamity,—that haply they might find out who was to blame. What did the jury do? They suffered the whole investigation to subside into a preliminary dispute as to who should pay the damages growing, as it subsequently appears, out of the Company's own carelessness. No questions were asked as to the strength of the fatal casing; whether it was stayed, or whether the capacity of the stand-pipe or safety-valve was sufficient, or about the heat allowed to escape into the funnel, or as to the probabilities of explosions from the sudden turning of water into the heater. The authorship of the monstrously unsafe arrangement was hardly alluded to. A weak and unsuccessful attempt to discover who was to blame, as to construction or management, formed but a small portion of the inquiry. The verdict, apparently a more troublesome appendage to an inquest, to be done up in the fewest words, though in keeping with the character of the proceedings, was rather less to the point, and considerably more of a farce than the evidence. As a farce, it was certainly ingenious, for it manages in some particulars to contradict what little evidence there was.

THE VERDICT.

"We find the deceased came to their deaths by injuries received from steam, hot air, and water, in consequence of the bursting of the jacket attached to the foremost funnel of the *Great Eastern* steamer, and that the said bursting was caused by the closing of a tap connected with the syphon attached to the said jacket, in conjunction with the shutting off the feed from the water-casing to the boilers, but there is no evidence before the jury to show by what person or persons the said tap was shut off; and the Jury further express their opinion that taps are highly dangerous when placed in such positions, and that sufficient caution was not used by the engineers."

Mr. RUSSELL's testimony, as well as what was made known to the jury about the construction of the parts, certainly shows that the explosion might have arisen from other causes than the turning of the stop-cock leading to the safety-valve. Since the jury took occasion to discredit some witnesses, for less weighty reasons, why did they not question those who stated that the turning of the cock was the cause? Such of them as stated, under oath, that, had the stop-cock been open, there could have been no explosion, certainly stated much more than they could have possibly known. Whether or not the stop-cock would have liberated the steam as fast as it could form in the heater, could be determined by experiment, and by experiment only. No man living knows the efficiency of the 750 square feet of heating surface presented to the water in the heater, and the investigation never elicited even so much as an opinion about it. Without being hypercritical, I would merely ask why the term "syphon" was used in the verdict, since the part referred to was not a syphon, and did not and could not possibly have performed any of the functions of a syphon. A part of the evidence, which was certainly not invalidated, by anything except mere assertion, showed that the "tap," as the jury facetiously term the stop-cock, was a safe if not an important feature. Every engineer outside of the grave assembly knew, and would have shown if asked, that shutting off the feed from the water-casing to the boilers was the closing up of a real and ample safety-valve to the heater. We all hope that the sublimely gentle criticism of the engineers will solace the families of the dead, and that the dangerous character of "taps" will reform the engineering practice on the subject. Supposing the verdict to have been all that the evidence authorizes, how twelve men, for several days within hearing distance of a dozen witnesses, and within reach of hundreds besides, can possibly remain so ignorant of the probable accidents, circumstances, functions and capacity of a simple piece of boiler work is something more than remarkable.

The unsatisfactory character of some of the evidence should have at least led to further investigation. Mr. DICKSON—Mr. RUSSELL's engineer—is reported to have said that he (under Mr. RUSSELL) constructed the water-casing under the direction of the *old* company. Mr. RUSSELL is said to have testified that while he had the old contract he kept to the old plan of common funnel.

Mr. M'LENNAN, chief-engineer, says he did not ask Mr. DICKSON to let the cock remain in the pipe. Mr. DICKSON was ready to swear that Mr. M'LENNAN *did* so ask him. It seems, then, that the safety of letting the cock remain was a matter of dispute before the "blow-up," though several witnesses thought it safe enough after the explosion.

Mr. DICKSON asserts that the priming of the boilers alone prevented the donkey-engines from working. Mr. PATRICK, Assistant Engineer, states that he shut off the casing to keep down the priming; Mr. RUSSELL, that the priming was at last stopped by throwing cold water into the boilers direct from the pumps. Mr. BRITTAIN, Assistant, on the contrary, was positive that the feed was turned directly from the donkey-pumps into the boiler, because the said pumps were not strong enough to force it through the casing.

Mr. PATRICK says that he shut off the feed to both casings at 1 o'clock P. M., and that within two hours he reported it to Mr. DICKSON and Mr. ARNEIT. Mr. ARNEIT, Chief of Paddle Engines, says that PATRICK never made any report to him at all, except that all was going well, and that he (ARNEIT) was never at any time informed that the feed was shut off from the casing. These little discrepancies are somewhat unfortunate, since Mr. ARNEIT assures us he would have gone up and seen the cock open, had he known the feed was changed.

The bulk of the evidence was to show whether or not Mr. SCOTT RUSSELL had charge of the ship. Suppose he had. How does this affect the case in hand, *viz.*, who caused the death of the victims. Since Mr. RUSSELL was not proved, or even supposed, to have shut the stop-cock leading to the stand-pipe or safety-valve, or any other cock connected with it, or to have issued any orders whatever as to the management of the feed water and its various pipes and reservoirs; therefore the bulk of the evidence had nothing to do with the case. Suppose one of the firemen had privately fastened down the safety-valve of the boiler, and that an explosion had ensued—would Mr. RUSSELL have been proceeded against as the author of the calamity, because he did not issue a special order that it was forbidden to fasten down safety-valves!

Moreover, Mr. RUSSELL was a guest on board. Capt. HARRISON, Commander of the *Great Eastern*, testified as follows: "If Mr. RUSSELL had not volunteered to work the indicator (*i. e.*, signal the engineers or give orders to them) from the bridge, I should have placed two of my officers there to do it." And the company, who do not deny that Mr. RUSSELL was a guest, have the selfish assurance, over the bodies of dead men, to attempt to prove him in control, so that they can stick him for damages! A few extracts from the evidence on this point will illustrate the character of a Weymouth "Inquest":

Mr. MCLENNAN, Chief-Engineer.—Witness had never been in charge of the engines at all, and at the time of the accident the paddle-engines were in charge of Mr. DICKSON, Mr. Russell's engineer, a guest; nor did he assist Mr. DICKSON in the engine-room at all; he was simply a lookerson, with a view to the future efficiency of the engines; has certainly had not sufficient power to enable him to protect the interests of the Company; he made no official application in writing for such increased powers on March 26, but did not obtain it; a large number of things were unfinished; he would certainly have ordered the directors not to send the ship to sea.

Mr. DICKSON—Witness was never put in charge of the paddle-engines at all; he only assisted in working them, and never gave an order to any one, direct or indirect; he considered the engines the property of the Company, and that Mr. MCLENNAN was in charge; Mr. MCLENNAN certainly acted as Chief-Engineer, and conducted himself in the engine-room as such; he heard Mr. MCLENNAN give orders to get up steam; he set the watches, regulated the water, and tried the brine.

Mr. SCOTT RUSSELL, builder of paddle-engines.—With the trial trip between Deptford and Portland he had had nothing to do whatever, directly or indirectly, as a matter of business; from the day of the fourth trial of the engines, before Mr. Brunel, and in conformity with the contract, he considered that they were entirely delivered up to the Company; he did not select engineers for the trip, but it was suggested to the Company that he and the screw-engine builders should recommend all the engineers; this the Company refused to do, and only allowed him to recommend four of the engineers; as to Mr. DICKSON being on board, it arose from the fact of witness being invited to the trial trip and allowed to bring a certain number of friends; Mr. ARNEIT and his engineers had most undoubted charge of all the machinery under Mr. MCLENNAN, the Company's engineer-in-chief; in the present case they have exercised no supervision whatever.

Mr. CAMPBELL (Chairman).—The whole responsibility for the working of the engines rested with the contractors, who had the whole and entire charge of them; in witness' presence Mr. SCOTT RUSSELL did name the engineers for the trip, and they were appointed accordingly; on the voyage round to Holyhead, if the engines worked well they would have been accepted by the Company; if not, they would not have been taken at all (!); Mr. RUSSELL and his foreman (Mr. DICKSON) were in charge of the paddle-engines; witness did not know whether or not a trial trip was provided in the contract.

Mr. JAMES—(Deputy Chairman)—On one or two occasions Mr. RUSSELL had told witness the ship was finished, and the contract completed, to which he always replied that it was not; Mr. RUSSELL applied for the last payment under the contract, which, however, was refused.

Mr. ARNEIT—(Paddle-Engineer)—If anything had gone wrong he would have reported it to Mr. MCLENNAN, whom he considered his chief; Mr. MCLENNAN called them together and set the watches; Mr. Brunel said he was to go as chief-engineer under Mr. MCLENNAN; Mr. DICKSON was not much about, except at starting; Mr. MCLENNAN gave him his orders to take charge of the auxiliaries.

Capt. HARRISON—Mr. RUSSELL was in charge of the paddle-engines, and Mr. LENGDON, of Watts and Co.'s, in charge of the screw; both screw and paddle engines were at that moment the property of the contractors; if Mr. RUSSELL had not volunteered that morning to work the indicator from the bridge, I should have placed two of my officers there to do it; if I had known that Mr. RUSSELL was only volunteering his assistance on the bridge, I would not have allowed him to take the position he did.

Mr. CROW (engineer of screw engines)—As a servant of the Company he also considered himself bound to obey Mr. MCLENNAN.

Mr. Norman Scott Russell—He had to communicate various things to his father; for instance, to tell him when the screw-engines stopped entirely.

The last two clauses of Captain HARRISON's evidence are singularly incongruous. The shortest way to point out all the discordant features of the bulk of the testimony would be to copy it *verbatim*. A very few instances will suffice as a sample, viz.: Mr. CAMPBELL's and Mr. RUSSELL's statements as to the appointment of engineers; Mr. RUSSELL's assertion that he and Mr. DICKSON were only *guests*, *versus* the assertions of the Company's representatives that he was formally in charge of the ship; and Mr. CAMPBELL's very strong impressions about Mr. RUSSELL's responsibility, though he didn't recollect whether a trial trip was provided or not in the contract.

One thing does appear in the evidence pretty clearly—that the Company sent to sea a ship worth $5,000,000, and carrying some hundreds of people, without any responsible head, and without any preconcerted system of management. Not a soul on board knew who was responsible for the working of the machinery, and, according to the evidence, not a soul on board was responsible.

The chairman of the Company confesses that he did not know whether a trial was provided in the contract with Mr. RUSSELL or not. And it appears that even the officers of the Company and the Captain of the ship did not know who was in command. When these facts are added to those mentioned in a former letter, the extremely unsafe condition of the ship, as to fire and as to foundering from open and unfinished bulkheads—the way in which the great Ship Company's interests are looked after will be pretty painfully clear.

Another party has figured in the inquest, who, considering his position, deserves public attention,—Mr. GALLOWAY, Engineer and Surveyor to the Board of Trade.

Mr. GALLOWAY, according to his own testimony, was on board to see if everything was right, before a Board of Trade certificate could be granted, so that the vessel could carry passengers. He reported that the machinery worked well, and that he saw nothing wrong. Then he probably did not notice that one donkey-engine had broken down completely, that it was difficult to keep up the water in the boilers, and that one accessory of the paddle engines was thrown out of use altogether—matters which could hardly have been out of place in his report to the Board of Trade. Mr. GALLOWAY atones in his evidence for any apparent oversight, however, by suggesting, in some detail, what he would have done when the feed was shut off, *had he known* the exact circumstances of the casing.

Of all the evidence, at once oracular and impracticable, which was elicited upon the inquest, that of Mr. GALLOWAY must take the first rank. "He believed that the water must have become decomposed in the casing until it assumed the form of an inflammable gas. The inner funnel then collapsed, allowing oxygen to mix with the decomposed water gases, and the explosion *then* instantly took place!" That *is*, I suppose, that the explosion caused itself. Now had the heater been full of steam, there would have been nothing left to explode. Had it been full of water, since the heater can be proved to have been able *to sustain only about seventy-five pounds pressure*, the heat of the water at this pressure, some 320 degrees, would not have allowed the said water to remain *as water* after the pressure was removed, and hence it instantly must have flashed into steam. This accounts for the explosion. But again, no dangerous amount of explosive mixture could have been formed at all. As there is so much said about boilers exploding from "gas," I beg leave to give in some detail the highest chemical authority in the world on that subject—Prof. FARADAY, and he is sustained by Professor TAYLOR and

DRY GOODS.

CHAS. HAND & CO., No. 31 GRAND-ST.
NEW FALL SILKS,
AND OTHER HIGH DRESS GOODS.

CHARLES STEWART & CO.,
THE GREATEST
ATTRACTION OF THE SEASON.
The specialties and novelties of
NEW FALL SILKS,
AND OTHER HIGH DRESS GOODS.

DRY GOODS.

HOWES, HOLMES & CO.,
Importers of Broadcloths and Trouserings,
HAVE JUST CONTRACTED FOR AND NOW OFFER
Genuine Scotch Cheviots, in plain and fancy mixtures, to which the attention of
Gentlemen's Furnishers is invited, viz:
HOWES, HOLMES & CO.

DRY GOODS.

ARNOLD, CONSTABLE & CO.
Are now offering, at Great Bargains, their
IMMENSE FALL IMPORTATION
OF
SHEETING AND SHIRTING LINENS,
TABLE DAMASKS AND CLOTHS,
NAPKINS AND HUCKABACKS,
DAMASK TOWELS AND TOWELINGS,
BLANKETS, FLANNELS, QUILTS,
COTTON SHEETINGS AND SHIRTINGS,
CANBRIC, JACONET, AND SWISS AND KOLL
MUSLINS &c., &c.,
FRENCH TARLATAN AND ORGANDY MUSLINS,
FOR EVENING DRESSES.
ORNAL, corner of Mercer.

ARNOLD, CONSTABLE & CO.
We have just received very large invoices
of
RUSSELLS, and
TAPESTRY BRUSSELS,
which we are selling at very prices, notwithstanding the increased cost of importation.
A full assortment of the VARIOUS STYLES OF CARPETING, OIL-CLOTHS, &c.
Customers residing in the country can depend upon receiving the same careful attention in the execution of their orders as if present in person.
Broadway, corner of Mercer.

A. T. STEWART & CO.
Want experienced salesmen for their upholstery and curtain material department.
Broadway, corner of Mercer.

A. T. STEWART & CO.
Are now selling at very reduced prices, notwithstanding the increased cost of importation,
A full assortment of Woolens, Cassimeres, Doeskins, Cheviots, Beavers, Meltons, Kerseys, Overcoatings, Trouserings, Vestings, Flannels, Blankets, Quilts, Linens, Cottons, Hosiery, Gloves, Underwear, Ribbons, Laces, Embroideries, Handkerchiefs, Parasols, Umbrellas, Corsets, Skirts, Hoop Skirts, Balmorals, Crinolines, Dress Trimmings, Buttons, Fringes, Tassels, Gimps, Cords, Dress Goods, Shawls, Cloaks, Suits, Furs, Hats, Bonnets, Feathers, Flowers

MACHINERY.

STEAM ENGINE AND BOILER.—TWENTY-horse power steam engine, locomotive boiler and fixtures, nearly new and in good order; cheap for cash. Apply to C. W. COOLIDGE & CO., No. 22 Murray-st.

ASHCROFT'S (Dunlop's) STEAM GAUGES—Absolutely reliable, inexpensive; always correct; 20,000 in use; 25 years' test. Send for circular. C. W. COOLIDGE & CO., No. 22 Murray-st.

STEAM ENGINE AND BOILER.—TWENTY-horse power steam engine, locomotive boiler and fixtures, nearly new and in good order; cheap for cash. Apply to C. W. COOLIDGE & CO., No. 22 Murray-st.

NORWAY IRON.—BEST QUALITY FOR SALE, store and to arrive. For sale low by C. H. KNIGHT, No. 121 Front-st.

SWEDES IRON.—ASSORTED, RECEIVED AT short notice and for sale by C. H. KNIGHT, No. 121 Front-st.

NORWAY IRON.—BEST QUALITY FOR SALE, store and to arrive. For sale low by C. H. KNIGHT, No. 121 Front-st.

BARNUM'S SAFES, INCOMPARABLY THE BEST. Salesroom, 251 Broadway. JOHN W. QUINCY & CO., No. 40 William-st.

BARNUM'S SAFES, INCOMPARABLY THE BEST. Salesroom, 251 Broadway. JOHN W. QUINCY & CO., No. 40 William-st.

POWERS' FIRE, INCOMPARABLY THE BEST. Salesroom, 251 Broadway. JOHN W. QUINCY & CO., No. 40 William-st.

COUNTRY SEAT AT TOMKINS' FOR SALE.—Situated on the Hudson River, 1 mile from Tarrytown depot, 25 miles from New-York, having every convenience and luxury for a family. Apply to WM. H. ALLAIRE, 21 Nassau-st., or on the premises.

DRAPER HOUSE, BILLIARD SALOONS AND PRIVATE ROOMS—NEWLY and elegantly furnished throughout. Rates reduced to suit the times. Entrance on Fulton-st. and Broadway. JOHN W. QUINCY & CO., No. 40 William-st.

5,000 ACRES OF PENNSYLVANIA COAL LANDS FOR SALE.—Situated in the coal region of Schuylkill county, Pa., within easy communication with the city. Will sell for cash or exchange for city property. Address COAL LANDS, 2Times Office.

HARDWARE STORE FOR SALE.—YOUNG man with a small capital can purchase the stock, good-will of a retail hardware store, and lease the premises, in one of the best locations in Brooklyn. Address 23, Box 3,000, Tribune Office.

6,000 ACRES OF PENNSYLVANIA COAL LANDS FOR SALE.—Situated in the coal region of Schuylkill county, Pa., within easy communication with the city. Will sell for cash or exchange for city property. Address COAL LANDS, 2Times Office.

POWERS' HOUSE, BILLIARD SALOONS AND PRIVATE ROOMS—NEWLY and elegantly furnished throughout. Rates reduced to suit the times. Entrance on Fulton-st. and Broadway. JOHN W. QUINCY & CO., No. 40 William-st.

4,000 ACRES CHOICE FARMING LAND on Long Island for sale; within 60 miles of the city; intersected by the Long Island Railroad, with a depot on each farm; the soil is good, and the land cheap. Apply to JOHN H. DYKERS, No. 2 Exchange-place, or to HOWE MORGAN, No. 1 Nassau-st., or to HENRY MORGAN, No. 111 Broadway.

4,000 ACRES CHOICE FARMING LAND on Long Island for sale; within 60 miles of the city; intersected by the Long Island Railroad, with a depot on each farm; the soil is good, and the land cheap. Apply to JOHN H. DYKERS, No. 2 Exchange-place, or to HOWE MORGAN, No. 1 Nassau-st., or to HENRY MORGAN, No. 111 Broadway.

FOR SALE—ONE OF THE MOST BEAUTIFUL and desirable country seats on the west side of the Hudson River, 20 miles from the city, containing 30 acres of land, handsomely located in a healthy vicinity in advance. $1,000 of insurance goes with the property. Address for a home inquiry located in Brooklyn, Box 3,000, Tribune Office.

FOR SALE—A SMALL COTTAGE CONTAINING 6 rooms, in good order, delightfully situated in the Bergen Grove, in the village of Hoboken, 3 minutes' walk from the ferry. Apply to JOHN H. DYKERS, No. 2 Exchange-place, or to HOWE MORGAN, No. 1 Nassau-st., or to HENRY MORGAN, No. 111 Broadway.

FOR SALE—A SMALL COTTAGE CONTAINING 6 rooms, in good order, delightfully situated in the Bergen Grove, in the village of Hoboken, 3 minutes' walk from the ferry. Apply to JOHN H. DYKERS, No. 2 Exchange-place, or to HOWE MORGAN, No. 1 Nassau-st., or to HENRY MORGAN, No. 111 Broadway.

C. CASE'S PATENT CHILLED-IRON RAIN Vaults, Doors and Sashes.

C. CASE'S PATENT CHILLED-IRON RAIN Vaults, Doors and Sashes.

T. & W. W. COMSTOCK & CO. are manufacturers of CAST-IRON BEAMS and GIRDERS, WINDOW LINTELS, CORNICES and COLUMNS, SOLID BOLLARD and SURFACED BEAMS, of various sizes, DOORS and SASHES, SHUTTERS, IRON DOORS, VAULT DOORS, SHUTTERS, SASHES, SKY LIGHTS and FLOOR LIGHTS. Office and warerooms, 251 Broadway, corner of Murray-st. Works at Troy, N. Y.

T. & W. W. COMSTOCK & CO. are manufacturers of CAST-IRON BEAMS and GIRDERS, WINDOW LINTELS, CORNICES and COLUMNS, SOLID BOLLARD and SURFACED BEAMS, of various sizes, DOORS and SASHES, SHUTTERS, IRON DOORS, VAULT DOORS, SHUTTERS, SASHES, SKY LIGHTS and FLOOR LIGHTS. Office and warerooms, 251 Broadway, corner of Murray-st. Works at Troy, N. Y.

SWEDES IRON.—ASSORTED, RECEIVED AT short notice and for sale by C. H. KNIGHT, No. 121 Front-st.

SWEDES IRON.—ASSORTED, RECEIVED AT short notice and for sale by C. H. KNIGHT, No. 121 Front-st.

NORWAY IRON.—BEST QUALITY FOR SALE, store and to arrive. For sale low by C. H. KNIGHT, No. 121 Front-st.

BARNUM'S SAFES, INCOMPARABLY THE BEST. Salesroom, 251 Broadway. JOHN W. QUINCY & CO., No. 40 William-st.

POWERS' FIRE, INCOMPARABLY THE BEST. Salesroom, 251 Broadway. JOHN W. QUINCY & CO., No. 40 William-st.

COUNTRY SEAT AT TOMKINS' FOR SALE.—Situated on the Hudson River, 20 miles from the city, containing 30 acres of land, handsomely located in a healthy vicinity in advance. $1,000 of insurance goes with the property. Address for a home inquiry located in Brooklyn, Box 3,000, Tribune Office.

IMPROVED HEMLOCKS AND PINE LANDS for sale, situated on the west side of the Hudson River, 20 miles from the city, containing 30 acres under a high state of cultivation, with a dwelling-house and barn, and a number of never-failing springs of water. For all particulars apply to JOHN H. DYKERS, No. 2 Exchange-place, or to HOWE MORGAN, No. 1 Nassau-st., or to HENRY MORGAN, No. 111 Broadway.

IMPROVED HEMLOCKS AND PINE LANDS for sale, situated on the west side of the Hudson River, 20 miles from the city, containing 30 acres under a high state of cultivation, with a dwelling-house and barn, and a number of never-failing springs of water. For all particulars apply to JOHN H. DYKERS, No. 2 Exchange-place, or to HOWE MORGAN, No. 1 Nassau-st., or to HENRY MORGAN, No. 111 Broadway.

FOR SALE—A SMALL COTTAGE CONTAINING 6 rooms, in good order, delightfully situated in the Bergen Grove, in the village of Hoboken, 3 minutes' walk from the ferry. Apply to JOHN H. DYKERS, No. 2 Exchange-place, or to HOWE MORGAN, No. 1 Nassau-st., or to HENRY MORGAN, No. 111 Broadway.

FOR SALE—A SMALL COTTAGE CONTAINING 6 rooms, in good order, delightfully situated in the Bergen Grove, in the village of Hoboken, 3 minutes' walk from the ferry. Apply to JOHN H. DYKERS, No. 2 Exchange-place, or to HOWE MORGAN, No. 1 Nassau-st., or to HENRY MORGAN, No. 111 Broadway.

SHAKESPEARE'S COMPLETE WORKS.

New and elegant edition.

Author of "Shakespeare's Boudoir."

By RICHARD GRANT WHITE.

Now issued, vols. 2 to 6, containing the Histories, vols. 2, 3 and 4, already issued.

Uniform with vols. 1 to 6 (already issued), containing the Comedies.

The remaining volumes of the work, 7 to 12 inclusive, will be issued at intervals of about two months, and will complete the work in 12 volumes.

Each volume is very complete, and includes the original text of the Folios and Quartos, with the various readings of the Cambridge edition, and a mass of notes and comments, original and selected, explanatory of the text and illustrative of the manners and customs of the Shakespearian period.

The mass of manuscript materials collected for this edition of Shakespeare's plays, in the Declaration of the Independence, and the Constitution of the United States, and the debates on the latter, have been carefully examined, and all such portions as throw light upon the text of Shakespeare have been published in full.

The remaining volumes will be issued as rapidly as is consistent with the care necessary to render the work as nearly perfect as possible.

Each volume is complete in itself, and may be purchased separately.

Vol. 1, with a memoir of the poet and an historical essay upon the Drama, is in preparation.

SCOTT'S POETICAL WORKS.

BYRON'S POETICAL WORKS.

10 volumes.

UNIFORM WITH THE BRITISH POETS.

AGRICULTURAL.

IMPROVED DUTCH FLOWER ROOTS.—FOR SALE—Cases containing about 2,500 extra fine Roots, viz: Hyacinths, Tulips, Crocus, Jonquils, Narcissus, Anemones, Ranunculus, &c., &c., selected by Van Waveren & Co.'s celebrated nursery in Holland. Catalogues gratis. SUNGE, BOULARGE & CO., Nos. 65 and 67 Exchange-place.

SUPERIOR DUTCH BULBS AND SHRUBBERY.—Just received, a large assortment of Hyacinths, Tulips, Crocus, Jonquils, Narcissus, Anemones, Ranunculus, &c., &c., selected by Van Waveren & Co., of Holland, and for sale by SUNGE, BOULARGE & CO., Nos. 65 and 67 Exchange-place.

MAPES' NITROGENIZED SUPERPHOS-PHATE OF LIME.—For sale by the manufacturer and one agent only in each town, at $60 per ton. For sale at the factory, foot of 23d-st., East River, and at 189 Broadway, New-York. Pamphlets furnished on application. Dealers supplied on liberal terms. Orders may be addressed to JOHN MAPES, Analytical and Consulting Chemist, 189 Broadway, New-York.

MAPES' NITROGENIZED SUPERPHOS-PHATE OF LIME.—For sale by the manufacturer and one agent only in each town, at $60 per ton. For sale at the factory, foot of 23d-st., East River, and at 189 Broadway, New-York. Pamphlets furnished on application. Dealers supplied on liberal terms. Orders may be addressed to JOHN MAPES, Analytical and Consulting Chemist, 189 Broadway, New-York.

NEW PUBLICATIONS.

LITTELL, BROWN & CO.,
NEW BOOKS,
AND
IMPORTERS OF FOREIGN BOOKS,
No. 119 Washington-st., Boston.
LAW AND FOREIGN BOOKSELLERS,
ARE THIS DAY PUBLISHING
THE LIFE AND TIMES OF JAMES MADISON.
BY WILLIAM CULLEN BRYANT.
Vol. 1, 8vo. Cloth, $2 50.
(To be completed in three or four volumes.)

Mr. Madison's career was contemporary and closely identified with the career of the Union. In the Constitutional Convention, in the Congress of the Confederation, in the Union, in the old Congress, in the Cabinet, in the Presidency, and in the Councils of State, his labors were conspicuous. The completion of the Articles of Confederation, the framing of the Constitution, the securing of its adoption by the States, the organization of the Union in North Carolina, from very full unpublished correspondence, the purchase of Louisiana, the war with England, the Hartford Convention, the annexation of Florida, the nullification movement, the Texas question, the Mexican war, and the compromise measures of 1850, are all more or less connected with his name.

Besides the career of Mr. Madison himself, to which no connected narrative has ever yet been given to the public, the work will contain many valuable letters from Washington, Jefferson, Hamilton, Monroe, Marshall, Clay, Webster, Calhoun, Jackson, Van Buren, Benton, Livingston, Gallatin, Crawford, Lafayette, Madison, Jefferson, Randolph, Pinckney, Rufus King, and other statesmen of the period, which have been kindly placed at the disposal of the author by the descendants of Mr. Madison.

The publishers are confident that the work will be found to possess a deep interest for the general reader, as well as for the historical student, and that it will be received as a valuable addition to the political literature of the country.

HISTORY OF THE UNITED STATES,
FROM THE
DISCOVERY OF THE AMERICAN CONTINENT.
BY JOHN GORHAM PALFREY.
Vol. III., BEING VOL. II. OF THE
HISTORY OF NEW ENGLAND.
8vo. Uniform with the Previous Volumes.

This volume comprises the period extending from the declaration of war in 1812 to the signing of the Declaration of Independence, which gives peculiar interest to its contents. The second and concluding volume of the work will be published in the autumn.

BANCROFT'S HISTORY OF THE UNITED STATES,
BY HON. GEORGE BANCROFT.
VOL. VIII., BEING VOL. II. OF THE
HISTORY OF THE CONSTITUTION.
8vo. 90s Broadway.

SEVERAL VERY DESIRABLE FARMS for sale, in Dutchess County, on the Hudson River Railroad, Clinton and Columbia Counties. Apply to WM. H. ALLAIRE, 21 Nassau-st., or on the premises.

FOR SALE—A PLOT OF GROUND ON Lexington-av., 100 feet front, 125 feet deep, suitable for a first-class dwelling. Apply to WM. H. ALLAIRE, 21 Nassau-st., or on the premises.

FOR SALE OR TO LET—TWO FOUR-STORY brick houses, with all modern improvements; each 20 feet front, 50 feet deep, and 125 feet high. Will be sold at a bargain for cash, or exchanged for property in the city. Apply to C. H. DUCKLASTER, No. 115 Front-st., or 82 EDWARD WOOD, No. 159 Fulton-st.

FOR SALE OR TO LET—TWO FOUR-STORY brick houses, with all modern improvements; each 20 feet front, 50 feet deep, and 125 feet high. Will be sold at a bargain for cash, or exchanged for property in the city. Apply to C. H. DUCKLASTER, No. 115 Front-st., or 82 EDWARD WOOD, No. 159 Fulton-st.

FOR SALE—THE FOUR-STORY BRICK DWELLING and lot, No. 139 West 35th-st., between 6th-av. and 7th-av. Inquire on the premises, or of WM. H. ALLAIRE, 21 Nassau-st., or on the premises.

FOR SALE—THE FOUR-STORY BRICK DWELLING and lot, No. 139 West 35th-st., between 6th-av. and 7th-av. Inquire on the premises, or of WM. H. ALLAIRE, 21 Nassau-st., or on the premises.

TO EXCHANGE—FOUR HUNDRED AND FORTY acres of land, beautifully located in a pleasant neighborhood, convenient to a railroad depot, for city property. Address, stating where and what, 23, Box 3,000, Tribune Office.

TO EXCHANGE—FOUR HUNDRED AND FORTY acres of land, beautifully located in a pleasant neighborhood, convenient to a railroad depot, for city property. Address, stating where and what, 23, Box 3,000, Tribune Office.

FOR SALE—A VERY DESIRABLE COTTAGE ON THE Bergen Grove, in the village of Hoboken, 3 minutes' walk from the ferry. Apply to JOHN H. DYKERS, No. 2 Exchange-place, or to HOWE MORGAN, No. 1 Nassau-st., or to HENRY MORGAN, No. 111 Broadway.

FOR SALE—A VERY DESIRABLE COTTAGE ON THE Bergen Grove, in the village of Hoboken, 3 minutes' walk from the ferry. Apply to JOHN H. DYKERS, No. 2 Exchange-place, or to HOWE MORGAN, No. 1 Nassau-st., or to HENRY MORGAN, No. 111 Broadway.

FOR SALE—A SMALL COTTAGE CONTAINING 6 rooms, in good order, delightfully situated in the

The New-York Times.

NEW-YORK, MONDAY, OCTOBER 10, 1859.

THE NEW-YORK TIMES,

Is published in the Times Building, fronting the City Hall Park, on Nassau-st., Spruce and Printing-house-sts.

The NEW-YORK TIMES (Daily) is published every morning—Price Two Cents. Subscription to regular mailed for Dollars a year.

The NEW-YORK WEEKLY TIMES (Saturday)—Price Five Cents; $2 a year; two copies, to one address, for Three Dollars a year; ten copies, to one address, for Twenty Dollars; twenty copies, to one address, for Thirty Dollars. Any person sending us a Club of twenty or more, will be entitled to an extra copy.

The TIMES FOR CALIFORNIA is published on the departure of every Mail steamer. Price, in wrappers, 6 cents for steamer mail.

Terms—Cash invariably in advance.

All letters must be addressed to the "NEW-YORK TIMES," New-York City.

Amusements this Evening.

LAURA KEENE'S THEATRE—Sea of Ice.

WINTER GARDEN—Don.

WALLACK'S THEATRE—Guy Stocks to Conquer—Love and Murder.

NEW BOWERY THEATRE—Hunter Set of Tyrolese—Cassilis the Liar—La Tour de Nesle.

BARNUM'S MUSEUM—Afternoon and Evening—One of the Duchess—Ballet.

THEATRE FRANCAIS—Tonnerre et Son Carabinier—Par Droit de Conquete.

WOOD'S MINSTRELS—No. 444 Broadway—Ethiopian Entertainments.

NIXON & CO.'S GRAND CIRCUS—Broadway and Thirteenth-street.

PALACE GARDEN—Fair of the American Institute.

HOPE CHAPEL—Wayne's Trial.

DUSSELDORF GALLERY—Exhibition of Paintings.

ACADEMY OF DESIGN—Sunlight and Fashion Paintings.

INTERNATIONAL ART INSTITUTION—Exhibition of Paintings.

PICTURE GALLERY—Washington, No. 596 Canal-street—Free admission.

PICTURE GALLERY—No. 730 Broadway—Washington Receiving the Countess of the Assyrian Army.

NEWS OF THE DAY.

The mails by the *Canada*, whose arrival at Boston has been announced, reached this City on Saturday at midnight. The political news is embodied in various rumors and reports from Paris respecting the settlement of Italian affairs. On the one hand it is asserted, on the authority of the London *Herald*, that a definitive treaty of peace between France and Austria will speedily be signed, but that no formal treaty will be concluded between Austria and Sardinia. On the other hand, the Paris *Patrie* states that a Congress for the settlement of Italian affairs will be held at Brussels, under the presidency of the King of the Belgians, and that the Archduke MAXIMILIAN is about to be appointed Governor-General of Venetia, with extraordinary powers.

The detailed narrative of the Arctic explorations of the British steam-yacht *Fox*, and of its successful mission to ascertain the fate of the Franklin Expedition, is most interesting. It embraces Capt. M'CLINTOCK's modest and concise report to the British Admiralty, of the discoveries made by himself and the gallant party under his command. This final searching expedition, it is to be hoped, is the last expedition of any kind that will tempt the perils of these impracticable regions within the Arctic Circle. The letter of our special correspondent on board the *Great Eastern*, and an article from the London *Times*, the first published by that journal, on the new boundary dispute, will be read with interest.

The Hon. DAVID C. BRODERICK, United States Senator from California, was killed, Sept. 13, in a duel with Judge TERRY, of the Supreme Court of California. The difficulty originated in a political quarrel. In June last, in a speech delivered at the Lecompton State Convention, at Sacramento, Judge TERRY spoke of Mr. BRODERICK in abusive terms, and Mr. B. retorted with harsh epithets, uttered, not in the presence of TERRY, but to his friend, one D. W. PERLEY. The latter challenged BRODERICK, who refused to fight, but intimated his willingness to meet Judge TERRY at the close of the pending canvass. At the conclusion of the late election Judge TERRY sent a challenge to Mr. BRODERICK, who accepted it. The meeting took place near San Francisco on the morning of the 13th of September, and at the first fire Mr. BRODERICK fell, his antagonist's ball having pierced his lungs.

An arrival from Tehuantepec at New-Orleans furnishes news of interest from Mexico. Gen. COSCO, the reactionary chief, had been defeated in his attempted invasion of Oaxaca, and his party dispersed. At the capital there were decided symptoms of dissatisfaction with the conservative government. A conspiracy against MIRAMON had been discovered, and some of the leading participants had been executed. Many arrests were made.

By the arrival of the Tehuantepec mail at New-Orleans we are in the possession of intelligence from California to the 20th ult. Judge TERRY had been arrested on the charge of murder, and a general feeling of indignation at the act prevailed throughout the State. As the commercial news is but four days later it possesses no special importance.

By later news from California we learn that the United States troops on San Juan Island are busily engaged in fortifying their position. General HARNEY has written a letter to Gov. DOUGLAS, intimating doubts of his sincerity, and expressing a determination to maintain the position which he has taken at all hazards.

While off Cape Hatteras, on her way to Havana and New-Orleans, the *Quaker City* had her machinery disabled so as to render further progress under steam impossible. The larger part of the passengers were landed at Hampton Roads, while a few preferred to remain on the steamer, which continued her voyage under sail.

The recent fillibustering expedition has had a most inglorious termination. On their arrest, the company claimed that they had only gone down to the Southwest Pass on a fishing excursion. The United States officers, after bringing them up to New-Orleans, confined them in a guard-house where there were no guards, and the followers of Col. ARMSTRONG and Captains MAURY, FAYSOUX and SCOTT, deliberately walked off, while these leaders were each held to bail in the sum of $2,000.

In the general term of the Supreme Court on Saturday, the case of FELIX SANCHEZ, the Cuban, lately convicted of the murder of his father-in-law, was argued at length, decision being reserved. The mandamus case brought by the old police was also to have been heard, but was postponed to next Saturday.

The second of the great cricket matches—that for the benefit of the All-England Eleven—was terminated on Saturday afternoon, LOCKYER's side, as was anticipated, being victorious. The Eleven left New-York for Philadelphia on Saturday evening, being engaged for matches in the Quaker City during the whole of the present week.

The Money Market, on Saturday, was rather active, though not at all stringent, as rates on loans were unchanged, while discounts outside of Bank ruled somewhat easier. A further reduction was anticipated in the line of loans and discounts in the weekly bank averages to be made public to-day, yet this circumstance did not appear to lessen the disposition to grant any accommodation needed by regular dealers at Bank, on 60 to 90 day paper. The movements in stocks were to a fair extent, but indicative of further depression in the share list.

The sales of Cotton were confined to 600 bales. Prices were unaltered. Flour was in less request, yet most kinds were *stiffly* held, and extra State closed a shade higher. The reported transactions in Grain were unimportant. Coffee, Molasses, Rice, Metals, Oils and Tallow were quiet. Provisions were in fair demand. Pork and Lard were quoted dearer. Naval Stores, Hides, Leather and Whisky were moderately inquired for. Sugars were freely dealt in—sales having been made of 1,531 hhds., 700 boxes and 2,645 bags at advancing prices. The freight engagements were limited.

THE MORAL OUTLOOK.—It is pleasant, as well as profitable, to ascertain the standards by which the citizens of Baltimore decide their own city to be the perfection of a metropolis. As the *judicial tribunals of a community* generally afford a reasonable basis for such a *judgment*, we gave some attention on Saturday to the charge of Judge SCOTT, who fined some rowdies fifty cents for riot, robbery and rape on board a steamboat, upon the ground that the captain of the boat had no business to take such fellows on board—or, rather, to put his boat.

An Anti-Slavery meeting held on Thursday affords another criterion of an equally reliable and undeniable character. Mr. WILLIAM PATTE presided, and pointed to his own gray hairs as proof that a man might live to be old even in Baltimore. Indeed, he scouted the notion that there was anything like disorder or lawlessness in that city. But—he went on to say—

"If miscellaneous gentlemen *should* come along, who should manifest inclined to interfere with what did not concern them, they could be accommodated on with a bullet through their heads as quickly as in any other place he knew of."

How can the orderly character of Baltimore be doubted after such an admission,—or, rather, such a boast, on the part of those who ridicule the idea that it needs reform?

Political Murder.

Within the due limits of journalism, it is not easy to dwell with anything like full justice upon such a story as we this day publish of the duel in which a Senator of the United States has just lost his life at the hands of a Chief Justice of the Supreme Court of California. The simple statement of this bald fact is, indeed, of itself a commentary upon the whole transaction more eloquent than whole columns of indignation, sorrow and contempt. For, all that has been done of these late dark years to lower our political life in the popular estimation, to vulgarise the associations which cluster about the highest offices of the State, and to pollute the people's gift of power, has not yet so utterly worn away the splendor from the Senatorial name, nor made the Judicial character so absolutely insignificant that the murder of a Senator by a Judge can fail to strike us all with a peculiar horror.

But this story is not merely the story of an act of madness or revenge on the part of two men who should have represented the best sanity and the truest dignity of a Republican Commonwealth. As we run the eye over the antecedents of the parties—over the history of the steps by which they rose respectively to the stations which they filled, and over the record of the quarrels which led them finally into the field—we sicken with very shame at the picture thus presented with sudden and terrible emphasis to the world, of the working of free institutions and of the fruits which they bear. In this aspect of the case, the death of Mr. BRODERICK, and the deliberate pursuit of his life which appears in all the actions of his antagonist for months before the fatal meeting, dilate into a national importance and significance. Here is a Senator, graduating from the school of shoulder-hitters and bar-keepers, through all the degrees of vile personal intrigue, violence and vituperation, to end his career at last in a murderous combat, which, if it were not of his own seeking, he had at least taken not the slightest pains to make impossible. Here is a Chief Justice, once escaped with extreme difficulty from the anger of a populace stung by the miseries of practical anarchy into organizing Lynch Law, afterwards commending himself by public and brawling abuse of the basest sort to the favor of party caucuses, and, finally, resigning his seat on the bench for the express purpose of slaying a political antagonist in the interest of his party. And both of these personages, when arrested in the act of attempting reciprocal assassination, do not hesitate to escape by pledging their "words of honor" to appear in Court on a certain day, with a deliberate intention at the time to do nothing of the kind; staining their "honor," that is, by a wilful and premeditated lie, in order that they might purge their same "honor" by an equally wilful and premeditated murder!

And what part is played in all this affair by the community in the midst of which these men have lived and climbed to rank and influence? One of these men—the least unfortunate of the two, in that the grave hides him away from the righteous judgment of public opinion, and, indeed, let us also say the least criminal of the two as the tale now reads—Mr. BRODERICK, had twice, at least, disfranchised himself according to the laws of California by encounters like this in which he has met his death. On one of these occasions his antagonist was an office-holder of like standing with himself, his colleague Senator GWIN, who was, of course, like himself, disfranchised by this flagrant outrage on the law. Did the people of California vindicate their Constitution and their self-respect, and deal with these offenders according to their deserts? One lives a Senator, now reelected by this very people; the other has just fallen a Senator, to be succeeded—by whom? Is it too much, in the face of such facts as these, to suggest that the very man whose hands are red to-day with the blood of Mr. BRODERICK, may dare to seek the succession of his victim, and base his claims to the highest legislative functions in the land on the service he has rendered his "party" by removing a dangerous and determined foe from their path?

For weeks the whole California community had known that a set of politicians, opposed to Mr. BRODERICK for his public course as well as for private reasons, had resolved to urge him into a mortal conflict. Indeed, Mr. BRODERICK himself had just been going through a political canvass, with the avowed intention of fighting anybody who might wish to fight him as soon as the election should be decided. For several days, at least, it was familiarly known in San Francisco that the specific contest in which Mr. BRODERICK fell was on the point of taking place, and the names of the "seconds" of both parties were freely bruited about. Police officers followed the combatants from place to place, suspected their proceedings, "expressed a resolution to prevent the duel," and even went so far on one occasion as to arrest them, with the result we have stated. What conclusion could be drawn from all this but that the people of San Francisco thought political murder an affair which particularly concerned no one but the actual parties in the game? It is gratifying to notice some trifling indications of shame and better feeling in the arrest of TERRY, as announced in our latest dispatches. It is also stated that the greatest excitement exists in San Francisco. But what does this "excitement" mean; or what harvest will it bear? *What signs* are there in all this hideous history of that masculine and vigorous *morale*, for which men have a right to look, in a *community which boasts of its* youth—its power of self-government—its lofty civilization? What signs shall we see of such a *morale in the effects* produced by this news throughout the Republic?

The social traits revealed in this chapter of our *contemporaneous* politics, which differs from so many others only in the more effectively tragic climax with which it closes, are the traits, *not of a progressive* and healthy, but of an effete and decaying State. *Corruption of the meanest kind*, personal passions of the *most paltry and sensual stamp*, the vindictiveness of the later Italian Republics, and the mercenary cunning of the lower Empire, mark this story from beginning to end. This story will carry a mark a little back half a century in our chronicles, to the hundred day on which ALEXANDER HAMILTON fell, slain by the Vice-President of the United States. But the reminiscence will be found to be superficial merely. There is as little resemblance between the social significance of the two cases as between the personal value of the combatants. HAMILTON and BURR were men who had won their elevated positions by qualities as elevated, and by services to the State which History need not blush to record. And the deed which robbed the nation of one statesman, made the other a vagabond and a fugitive.

The temper of the nation avenged that great iniquity, and the death of HAMILTON practically abolished the duel throughout one great section at least of the United States. What man in his senses will look for any such result from the death of BRODERICK?

The Arctic Revelations.

The veil which so long hung over the fate of Sir JOHN FRANKLIN and his unfortunate comrades has at length been rent asunder. Nine years at least have already elapsed since all hope of their return was lost, but the despair of seeing them did not lessen the interest felt by everybody in their fate, or the desire to know where, how, and when they met it—by which of the thousand dangers which they braved, and on what spot of the awful wastes which they undertook to explore. There was something terribly tantalising in the disappearance of two ships of war, manned by full crews, and provided with everything which could give them a chance of safety within the frozen wilderness, whose secret two centuries of courageous endeavor on the part of the greatest maritime nations of the world, and of unheard-of fortitude on the part of the explorers they employed, have not sufficed to reveal. There is hardly a man of this generation whom the noble story of Arctic exploration has not moved to the depths of his soul and FRANKLIN was one of the ablest, oldest and bravest men who had trodden that perilous path. For nearly ten years he himself has occupied in all our eyes the place of interest which we had previously assigned to natural mysteries which he sailed to unfold. He has himself during that period been sought with more courage and more devotion, with deeper fortitude or holier enthusiasm, than those he or his predecessors ever displayed, great as their heroism undoubtedly was, in the search for the Northwest Passage. It is but two years since the United States sent on his track a man of whom the age may well be proud, and of whom his country may well boast as long as religious heroism is a thing to boast of. Only two Winters ago, around every fireside in England as well as here, there were eyes wet with tears over KANE's noble record of the long Arctic night through which he watched in the brave hope that he might tell the world where FRANKLIN and his men had perished, and we had hardly done perusing it when KANE himself died in the cause. The world had well nigh despaired of ever getting another ray of light thrown on the mystery. The ships had sailed away into the frozen seas. Eight years of pursuit had brought no better traces of the expedition than a few graves, a few instruments, a few vague Esquimaux rumors; and the public had almost been reconciled to the pain of uncertainty as to the exact nature of its fate, by the perfect certainty which time had brought that no member of it was now living. Happily Lady FRANKLIN hoped against hope, was proof against demonstration and against failure; and when both England and America had recoiled from the icy barrier in despair, she launched one more ship on the track. It was a small, screw steamer, commanded by Capt. MCCLINTOCK, manned by twenty-five men, and, as the result proves, all worthy of one another and of the duty they undertook. This last reserve of a wife's devotion has done what all else failed to accomplish. The fate of FRANKLIN and his ships and men is at last known. He died twelve years ago. A year afterwards the two ships were abandoned, and the surviving crews—105 men in all—started on their march southward over the ice. They perished miserably, man by man, along the frozen waste, and their track remains, marked by skeletons, clothing, arms and food, lying as they dropped.

There was but one thing wanting to have made this Franklin Expedition worthy of as noble an epic as that which has immortalized *the fall of Troy* and the conquest of Jerusalem—and that was that the man who laid bare the mystery which has perplexed us for twelve years should be worthy of the men in whose footsteps he followed; and we are glad to say, this too has been vouchsafed us. The story of Captain MCCLINTOCK's wanderings, as told in his own narrative, which we publish this morning, forms a worthy close to this great tragedy. There are incidents calmly recorded in it which no tale of adventure has supplied anything to surpass, and which we hope will be mentioned with honor, as long as courageous devotion to duty, in the face of the most appalling perils, finds anybody to admire it. Our age is after all the age of chivalry. The march of Christian civilization may have turned the fire which precipitates a murderous shock; but it has fed the calmer and nobler heroism which, for duty's sake, supports the hardest strain, and fiercest struggle, and sorest trial, *not for an hour*, or *for a day*, but for weeks, and months, and years.

The Conferences at Zurich.

The Conferences of Zurich have come to an end; and the terms of a definitive treaty of peace between France and Austria have doubtless ere this been signed at Paris and Vienna. If we are to believe the usually unbelievable telegraph, these terms neither "meddle nor make" with the gravest difficulties of the Italian question, leave the fate of the Duchies undecided, accept the ambiguous attitude of the Papal Government, and establish a sort of armed mediæval *truce* between Austria and Sardinia. Here, it must be owned, are elements of very questionable promise for the *future of the Italian Confederation*; and such a state of things as it is not easy to believe that either NAPOLEON III. or FRANCIS JOSEPH *contemplated when they sheathed their* imperial swords at Villafranca, on the morrow of Solferino. In such a peace there can be no *peace, either for Italy or for Europe*. Yet the whole recent drift of events, so far as any drift at all has been recently discernible in the *current of European affairs*, has tended to make these reports very far from improbable. The French Sovereign has explicitly stated that when he signed the preliminaries of a settlement of Italy with the Kaiser, he found it necessary to effect a compromise between the rights of the Italian people and the prescriptions of crowned legitimacy. He found that it was necessary to choose, between the alternatives of a new filiad of Gothic papal war, or of such a peace as might enable the combatants to retire with honor from their actual struggle. To suppose that this object could have been brought about by suggesting to the Austrian Emperor an absolute surrender of all his Italian possessions and an absolute abandonment of all his allies among the Powers of Italy, is simply absurd. France and Sardinia, victorious at Solferino, might reasonably insist on keeping the ground which they had won; but the very idea of a "compromise" excludes the notion of their demanding from Austria what Austria might fairly deny her incapacity to retain. The position on which NAPOLEON III. took his stand at Villafranca, and by the merits of which History will eventually judge the sovereign and his act, appears now to have been plain enough. Austria, INDEED, held Venetia to the Adriatic—France, in arms, held Lombardy to the Mincio. England would not look with indifference on the naval victories of France in the Adriatic. Germany would not look with indifference on the seizure by France of the passes of the Austrian Alps. To prosecute the war, therefore, was to imperil the equilibrium of Europe, and with that equilibrium all that Magenta and Solferino had won for Italy. For Austria the prosecution of the war had its perils too—not alone in Venetia and Illyria, but in Hungary, in Bohemia, on the frontiers of Russia. Since Europe refused either to put faith in France or to extend help to Austria, why should not the conflict end at once if Austria could be induced to see that she had more to gain by immediate concessions in Italy than she had to hope for from ultimate complications in Europe? Let France and Austria keep in Italy what each held there with the sword, but beyond these limits let the actual state of things be taken by each into the account, and the best arrangement made of which circumstances will admit.

That NAPOLEON III., in urging such considerations as these on FRANCIS JOSEPH, believed himself to be carrying Italy with him, hardly admits now of a doubt. As little can it be doubted that in this belief he has found himself mistaken. The Italian people decline to put such absolute faith in the conversion of FRANCIS JOSEPH to modern ideas, over a breakfast table in Villafranca, as would enable them to accept the rule of Austrian princes under any constitutional limitations whatever. They do not impugn the good will of NAPOLEON towards Italy, nor his sagacity in arresting the war of 1859 at the point at which it was checked. But they do positively refuse to trust the House of HAPSBURG-LORRAINE, and they cannot therefore consent to give their sanction to certain essential features of the programme arranged for them at Villafranca. In this condition of matters nothing evidently is left for the French Emperor but to carry out all the conditions of his agreement with Austria, which lay within his power when that arrangement was made; to keep faith with Italy by leaving her free to decide upon those conditions to the execution of which her consent was necessary, and to close the account for the present. This we believe the peace concluded at Zurich will prove him to have done. The leadership of Italy he leaves to Sardinia; the decision of Austria's relations with the Peninsula becomes at once a broad European question; and it falls upon Europe to settle whether that decision shall be reached by diplomacy or by the sword.

QUITE A MISTAKE.—When it was reported that Mr. HOWARD, Chief Engineer of the Fire Department, had declined the gold medal voted to him by the Common Council, his reputation for modesty rose rapidly. His letter has now been published, assigning quite a different motive. He says: "It would be less difficult to paint and gild the lily than to *add to the fame* of the *exalted* position I have the honor to hold;" and, *therefore*, he declines the medal! Mr. HOWARD is certainly happy in having a good opinion of himself. It is something in this world always to be sure of *one* admirer.

LECTURES IN BROOKLYN.—Two attractive courses of lectures are offered to the people of Brooklyn this Winter—one styled the *Plymouth Lectures*, to be opened, this evening, by Mr. CHAPIN, at Mr. BEECHER's Church; and the other under the auspices of the Mercantile Library Association, to commence with Gov. BANKS, on the 1st of November. Mr. CHAPIN's lecture to-night, is upon a subject which cannot fail, in his hands, to prove specially attractive.

Amusements.

THEATRE FRANCAIS.—This charming little establishment re-opened for the season on Saturday night, and was graced with a full attendance of the best classes, and a large representation of our French fellow-citizens. An undoubted fact is the Theatre Francais. It has clutched the prize of public approbation with so firm a grasp, that nothing short of managerial stupidity can interfere with its present and permanent prosperity. The enterprise has everything to recommend it. So far, it has been conducted with laudable spirit, and with a manifest disposition to do the best for the public, and something for art. Mr. SAGE, the Director, has secured a new company for the present season, and Saturday was the auspicious occasion of the introduction of artists to public. A comedy by M. LABICHE, called "Par droit de Conquete" was the opening piece, and an exceedingly amusing vaudeville called "le Tambour battant" terminated the entertainments. In the first piece—which is long and sadly emotional, but not exciting—M. FREDERIC MANSERVAIN made his *début*. This is the leading gentleman of the company, and the best we have yet had. His performance was characterized by a nice perception of effect, and by a keen regard to the dimensions of the place in which he had to create it. The comedy was selected, we presume, for the express purpose of introducing M. MANSERVAIN, and it served the purpose well enough, displaying his readiness in the lighter phases of acting, and his susceptibility in more pathetic episodes. The other artists were not so favorably provided with parts. Mlle. DARCY was careful and artist-like, and is evidently destined to become a favorite of the first water. M. JUMEAU, the low comedian, is admirable, and achieved the most pronounced success of the night. Without the slightest facial exaggeration, he succeeded in keeping the house in a constant laugh. Mme. ANCESSA was also excellent. M. TALLOT, a prominent member of last season's company, achieved a new success as the Marquis. Of the other artists we shall undoubtedly have many opportunities of speaking heartily. The real *début* of Mlle. DARCY, and perhaps we ought to say of the whole force, will take place on Tuesday next, when the operetta of "Antoinette et son Carabinier" will be presented with all the *éclat* which vivid acting and graceful singing can give to it. The chief *rôle* in this little musical comedy was "created" at Paris by Mlle. DARCY for the *Folies Nouvelles*, and will doubtless develope for us the admirable artistic qualities of which this lady's appearance, though in a very secondary character, gave bright augury on Saturday night.

PHILHARMONIC SOCIETY.—The first rehearsal of the season will take place at the Academy of Music on Wednesday next, the 12th, at 3½ o'clock.

MUSICAL NOVELTY.—Mr. and Mrs. HENRI DRAYTON, artists who have won a high reputation in Europe, announce a series of parlor operas and lyric proverbs at the French Theatre, opposite the Metropolitan Hotel, commencing on Wednesday next. Two operettas will be performed, called "Never Judge by Appearances," and "Diamond Cut Diamond." Mr. and Mrs. DRAYTON sustain the principal *rôles*, supported by an orchestra.

CONCERT.—A grand concert will be given on Thursday next, at Niblo's Garden, in aid of a charitable object. Mrs. JUNIUS T. STAGG will on that occasion make her *début* in public. An influential committee has the matter in hand, and if the individual members will but exert themselves a result will be obtained gratifying at once to the bereaved lady who gives the concert, and to the unhappy orphans who are to be benefited by it.

NEWS BY TELEGRAPH.

The Steamer Quaker City.

ARRIVAL OF THE VESSEL PROCEEDS SAFE.

NORFOLK, Sunday, Oct. 9.

Nearly one hundred passengers of the steamship *Quaker City*, Capt. SHUFELDT, from New-York, bound to Havana, have arrived here. On the 7th inst., fifty miles south of Cape Hatteras, her engine was "smashed." The excitement was very great, and the boats were manned, provisioned and equipped, as it was supposed the ship was leaking badly. The pumps were immediately set to work, and ten inches of water thrown out of the ship, but it was found that she was not leaking. The design was not "sink down," which brought to her relief the bark *Dunbarton*, Capt. CRADDOCKER, of Boston, from Turk's Island bound to New-York. She took on board the passengers and plenty of provisions, under charge of J. E. HASKINS and Dr. FISHER, surgeon of the *Quaker City*, and arrived safely in Hampton Roads last night. Twelve of the passengers and all the officers preferred remaining on board the steamer, which was last seen forty miles south of Cape Hatteras, near the Gulf Stream, the wind being light, though a very heavy sea was running. No serious danger to the ship was apprehended, and no loss of life has occurred.

SECOND DISPATCH.

NORFOLK, Sunday, Oct. 9.

We are indebted to Messrs. DAVIDSON, WOODWARD, Dr. A. WILSON, and HASKINS, for the following particulars of the disaster to the *Quaker City*:

On the morning of the 7th, fifty miles to the southward of Cape Hatteras, the passengers were awakened suddenly from their slumbers by a succession of severe and alarming shocks, which on investigation proved to come from the engine room.

Mr. EDMONSTON gives the following details: "On hearing the shock I sprang up; the cross-tail had first parted on the port side, disabling the engine, which, aided by the swell of the sea acting on the cranks and from this on the cross-tail, had thrown the whole duty on the starboard side lever, which in turn parted about two-thirds of the distance from the fulcrum; the weight of this broken part carried the cross-head air-pump to this side, bending the rod and guide rods, and carrying away the gland bolts of the stuffing-box; the cross-tail being free from the control of the side levers, and under the action of the swell of the sea, carried the cranks over the centre, and they swung in a succession of heavy strokes against the fore-and-aft columns supporting the main shaft, and parted the bed-plates in two or three pieces, close by the two after columns. The starboard cross-tail links being beat by the strokes of the side-lever, struck the steam-pipe with terrific force, tearing off the felt from the cylinders. The end did not escape accident. The levers being united at the crank pin, the breaking off of the port journal crosshead caused the cylinder crosshead to deviate from the level, and the side rods to move out of their vertical lines; the crosshead struck the deck beams, and the port and starboard side successively, splitting and tearing them into pieces, and raising part of the upper deck. The piston-side-rods were also bent; the cylinders and air pump were both apparently sound, but a more general smash-up has been seldom witnessed. The fires were immediately extinguished, and the engineers set about clearing away the wreck. Great anxiety was been manifested by the passengers to know, officially, the condition of the ship, as it was reported she was making water fast. When they saw the prompt manning and provisioning of the boats, and the working of the pumps by passengers, by order of the officers, this painful anxiety continued till the Captain returned from the engine-room and appeared on deck, where he was surrounded by the passengers, eager to know their fate. He replied, she had made a little water, but he had reason to believe it would not continue; if it did, he would inform them. The passengers experienced immediate relief, when informed their services at the pumps were no longer needed, and the hull sound. Efforts were immediately made to change her course, but owing to the buckets of the wheels being found impracticable, nothing remained but to wait for daylight and relief. At about 8 o'clock in the morning a sail was discovered bearing towards us. Capt. SHUFELDT sent a boat on board, which brought off Capt. CRADDOCKER, of the *Dunbarton*, and arrangements were soon made to transfer the passengers.

This was evidently a severe difficulty, and attended with danger, owing to the heaving and lurching of the ship, but was successfully performed with FRAZER' lifeboats, under the directions of the steamer's officers. The greatest anxiety prevailed when it was announced that the time had arrived to transfer the ladies and children. They exhibited the utmost courage and coolness. The debarkation on board was no less difficult, but was conducted in the same skilful manner. Capt. SHUFELDT ordered provisions and water for the use of the passengers on the bark. When all was completed, he detailed two of his officers, FISHER and HASKINS, to accompany the bark to Norfolk. The *Dunbarton*'s cabin, which afforded limited accommodations, was given up to the ladies. At 4 o'clock in the afternoon, all being ready, Capt. SHUFELDT, from the deck of the steamer, waved a last adieu, which was answered by three hearty cheers from the bark, which spread her sails for Norfolk. On the *Dunbarton* the rescued met kind hearts under rough jackets, ready to minister in every way to their comfort. Capt. CRADDOCKER proved himself a true-hearted sailor. He not only declared to Capt. SHUFELDT his determination to stick by him, but at all hazards to land the passengers safely. On the evening of the second day, he made the Light on Cape Henry, and signaled for a pilot. In conclusion, the passengers passed the night on deck. At 5 o'clock this morning, the steamer *Louisiana*, Capt. RUSSELL, at Point Comfort, took all off to Norfolk. At 7 o'clock to-night, Capt. CRADDOCKER came up to the City. He reports a gale now blowing outside the Roads from northeast, and is very anxious for the safety of the *Quaker City*.

He thinks she will drift in the Gulf Stream to the northward and eastward. Steamers should be sent immediately to her relief from various points along the coast. If drifting, she must be between Sandy Hook and Hatteras, well out in the Gulf Stream.

Still Later from California.

ARRIVAL OF THE TEHUANTEPEC MAIL AT NEW-ORLEANS—COMMERCIAL INTELLIGENCE.

NEW-ORLEANS, Sunday, Oct. 9.

The schooner *Star* has arrived from Mmatitlan, with California advices of Sept. 20.

The steamers *John L. Stephens* and *Orizaba*, which sailed on that day for Panama, had $1,850,000 in treasure.

Arrived at San Francisco, since the 16th, *W. P. Scranton*, from Rio Janeiro; *J. R. Mora*, from Costa Rica; *Brave*, *Chatterton*, and *Tournel*, from Bordeaux; *Louisa*, from Melbourne; *Gibraltar*, from Havre; *Cordovina*, from Hamburg; *Ophelia*, from London. Sailed, ships *Challenger*, for Howland Island; *Mistine*, for Australia; *Crest of the Wave*, for Callao; *Black Lee*, for Honolulu.

During the fortnight business had ruled dull. Arrivals had been numerous, and the market was weaker, though no decline was noticeable, except in candles, which were heavy and lower. Provisions were less firm, and the turn was in favor of the buyer. Sugar was quiet, and refined lower. Dry goods, boots and shoes depressed.

The *Star* brings a large mail and Government dispatches.

The San Juan Difficulty.

BY THE OVERLAND MAIL.

THE UNITED STATES TROOPS FORTIFYING THEMSELVES ON SAN JUAN—GEN. HARNEY WRITES A SECOND LETTER TO GOV. DOUGLAS DECLINING TO WITHDRAW THE ARMY OF OCCUPATION.

St. Louis, Sunday, Oct 9.

Victoria dates are to the 7th ult. The *Colonist* says that the United States troops on San Juan Island were throwing up a fortification on the summit of a hill below the Hudson Bay Company's station.

The Portland, Oregon papers of the 19th publish a reply by Gen. HARNEY to Gov. DOUGLAS' letter of Aug. 30th, in which he accepts DOUGLAS' explanation as an apology for his past conduct, but evidently reposes no faith in the Governor's professions, and declines to withdraw his troops from San Juan until the pleasure of President BUCHANAN is known on the subject.

The Nicaragua Expedition.

THE LEADERS CARRIED TO NEW-ORLEANS AND HELD TO BAIL—THE FOLLOWERS PERMITTED TO ESCAPE.

NEW-ORLEANS, Saturday, Oct. 8.

The *Fillibusters have arrived*, in custody of the United States Marshal. Capts. MAURY, FAYSOUX and

From Philadelphia.

THE SUNDAY RAILROAD QUESTION.

PHILADELPHIA, Saturday, Oct. 8.

Judge LUDLOW, this morning, delivered his decision in the case of WM. H. FREEMAN, charged with a breach of the peace in running a passenger railway car on the Sabbath and the discharge of the defendant, the arrest having been premature.

LAUNCH OF THE STEAM GUN-BOAT PAWNEE.

PHILADELPHIA, Saturday, Oct. 8.

The steam gun-boat *Pawnee* was launched in fine style at noon, to-day, from the Navy-yard. Ten thousand spectators were present. She was christened by Miss GRACE TYLER, the daughter of ROBERT TYLER, when a salute was fired.

Burning of the Brig Sabine, &c.

SAFETY OF THE PASSENGERS AND CREW.

NEW-ORLEANS, Sunday, Oct. 9.

Galveston advices of the 7th state that the brig *Sabine*, from New-York 21 ult., for Galveston, had been burned fifteen miles from that city. The passengers and crew took to the boat, and after two days' exposure, landed at Matagorda.

The yellow fever is very fatal at Houston. Two deaths were occurring per day.

Affairs at Boston.

ACQUITTAL OF COLGAN.

BOSTON, Saturday, Oct. 8.

WM. COLGAN, charged with manslaughter in killing JOSEPH MCCARTY, on Lincoln-street, in June last, was, this morning, acquitted in the criminal Superior Court and discharged.

An Amicable Duel.

MCGAW DECLINES TO SHOOT A PARTRIDGE.

VICKSBURGH, Miss., Saturday, Oct. 8.

Mr. PARTRIDGE, editor of the Vicksburgh *Whig*, and Mr. MCGAW, late a candidate for representative in the State Legislature, had a hostile meeting at Soto City to-day, but the affair was amicably adjusted before any shots had been exchanged.

From the Territory of Nevada.

SUCCESS OF THE CONSTITUTIONAL TICKET.

St. Louis, Sunday, Oct. 9.

The election in Nevada Territory came off on the 7th ult. The Constitution framed in July was adopted by 400 majority, and a full territorial ticket elected, headed by ISAAC ROOP, as Governor.

The Utah Mail.

TRIAL AND SENTENCE OF MCKENZIE, THE FORGER.

St. Louis, Sunday, Oct. 9.

The Utah Mail brings intelligence of the trial and sentence to two years imprisonment in the Penitentiary of MCKENZIE, the forger of Government checks.

Arrest of Chauncey Johnson.

BOSTON, Sunday, Oct. 9.

CHAUNCEY JOHNSON, a well-known New-York burglar, recently from Sing Sing, was arrested at the Revere House by New-York officers who have been on his track since his escape from prison.

From Washington.

AGRICULTURAL BUREAU OF THE PATENT OFFICE.

D. W. BROWN contemplates an early resignation as chief of the Agricultural bureau of the Patent Office. This event has been anticipated for some weeks past.

State Fair—A Correction.

ALBANY, Saturday, Oct. 8.

The statement that WINES & ABEEL took first premiums at the State Fair, for Lillie's cake and the hollow-ware, was incorrect. The premiums in question were awarded to other parties.

The Santa Fe Mail Attacked by Indians—The Conductor and his Brother Murdered.

Advices have been received at the Post-Office Department from Independence, (Mo.,) stating that the Santa Fé mail, which left Independence on the 10th ult., had been attacked by a party of Kioway Indians on the 26th, and that the conductor, H. SMITH, and his brother had been murdered. The following intelligence was conveyed to the mail contractor at Independence by a passenger named COX, who, though badly wounded, had managed to make his escape.

Fears were also entertained that the incoming mail, due at Independence on the 6th inst., and which had not been heard of on the 8th, had been also intercepted by the Indians. It is believed that Mr. ORME, delegate to Congress from New-Mexico, and his wife, Judge WARD and his wife and son, and Judge PENNEY, were passengers by that mail.

The anxiety and indignation which the news of this outrage will occasion will be somewhat allayed by the further intelligence that Colonel SUMNER, commanding the Department of the West, as soon as he heard of the fatal occurrence dispatched a company of dragoons to Pawnee Fort to pursue the savages and punish the offending Indians. Hopes are entertained that this prompt and energetic action on the part of Colonel SUMNER will result in the capture of the murderers of SMITH and his brother, and the recovery of the passengers by the over due mail. It is probable that it will be found necessary to station a party of troops at Pawnee Fork to escort the mail thence to Cold Spring, and thus obviate the recurrence of such a calamity as that which it is our painful duty to announce.—*Constitution*, Oct. 8.

THE BALTIMORE COMMITTEE ONCE MORE.—The Baltimore Reform Committee having failed in their attempts to convert the Mayor and Sheriff to their way of thinking, appeal, as a last resort, to the people of the city. In another long letter they recite to the citizens the ill success which has attended their efforts to convince the constituted authorities, dwell upon the absolute necessity for reform, and recommend the immediate formation of Ward organizations, the exercise of the right of challenge, and a careful scrutiny of the conduct of the city officials on the day of election.

Appeal in the Case of the Murderer Politz.

Sanchez—Argument of Mr. Anthon.

The People vs. *Felix Sanchez*.—The appeal taken by the prisoner in this case came on for argument on Saturday before the General Term of the Supreme Court, before Justices SUTHERLAND, CLERKE and SUTHERLAND.

Sanchez, it will be remembered, is the Cuban mulatto who was convicted of the murder of his father-in-law, HERMAN CURTIS. The appeal was argued on his behalf by Mr. W. H. ANTHON, and by Mr. STERRY, the District-Attorney for the people. No decision was rendered.

The Case of Quimbo Appo.

After the above proceedings in the Police court, Mr. FIELD desired the Court to name some day when a motion could be made in the case of this prisoner at Oyer and Terminer. Mr. WEISSENBURG objected to any motion, as it was near the *clay of execution*, and no notice of motion had been received at his office.

Mr. FIELD replied that a motion could be made at any time, and he should make one in the case upon the opening of the Oyer and Terminer next week.

CITY INTELLIGENCE.

THE GALLOWAY SCANDAL.—Mr. GARDINER, the Comptroller, has commenced proceedings against Mr. C. K. GALLOWAY, late Superintendent of the Repairs and Supplies Department, to recover the sum of $1,000, which was paid to him by Mr. GALLOWAY, as a bribe, for the purpose of influencing his official action in the matter of the contract for the supply of the Croton Aqueduct Department with coal. The action is brought in the name of the Mayor, Aldermen and Commonalty of the City of New-York, and the papers in the case were served upon Mr. GALLOWAY on Saturday last.

THE CHARGE AGAINST COMPTROLLER GARDINER.—The charge of corruption preferred against Mr. GARDINER, Comptroller of the City, by Mr. C. K. GALLOWAY, late Superintendent of Repairs and Supplies, was brought before the Board of Aldermen on Monday last, by Mr. ALDERMAN TAYLOR, who moved that the charges be referred to the Committee on Grievances. Mr. ISAAC V. FANSHAW stated that there was a remonstrance now before the Committee of Grievances concerning the widening of Broadway, and he had called on the Chairman of the Committee on Grievances to request him to call a meeting of the Committee, but he declined to do so. He therefore moved that the Committee be instructed to meet this afternoon, at 4 o'clock, for the purpose of hearing the remonstrance

AUCTION SALES.

REGULAR AUCTION SALE OF STOCKS AND BONDS.—ALBERT H. NICOLAY & CO. will sell at the Exchange THIS DAY (Saturday), at 12 o'clock noon, the following list of Stocks and Bonds:

$1,000 Jeffersonville Railroad Co. (Ind.) 1st P. c. mort. 7s

$1,000 Jeffersonville Railroad Co. (Ind.) 2d P. c. mort. 7s

$1,000 Jeffersonville Railroad Co. (Ind.) 1st mortgage 7 per cent. Bonds.

Fractional Certificates ($39 39) Sandusky, Mansfield and Newark Railroad.

Newark Railroad, Mansfield and New York R. 6½ each.

40 shares Chatham Bank..... 100 each.

20 shares Bank of New-York..... 100 each.

20 shares Union Bank..... 50 each.

20 shares Fire and Marine Ins. Co..... 50 each.

20 shares Hope Fire and Marine Ins. Co..... 50 each.

20 shares Kings County Fire Insurance Co..... 20 each.

5 shares Howard Fire Insurance Co..... 50 each.

20 shares Williamsburgh City Fire Ins. Co..... 50 each.

20 shares Williamsburgh City Fire Ins. Co..... 50 each.

10 shares Peterboro Fire Insurance Co..... 25 each.

20 shares Commonwealth Fire Insurance Co..... 100 each.

20 shares Republic Fire Insurance Co..... 50 each.

20 shares Trenton Fire Ins. Co. 25 each.

20 shares Republic Fire Insurance Co..... 100 each.

20 shares Hall River Fire Insurance Co..... 15 each.

20 shares Firemen's Insurance Co..... 50 each.

20 shares Peterboro Fire Insurance Co..... 100 each.

20 shares Howard Fire Insurance Co..... 100 each.

20 shares Lexington Fire Insurance Co..... 100 each.

20 shares Exchange Fire Insurance Co..... 100 each.

20 shares Adams Express Co..... 100 each.

5 shares Home City Fire Insurance Co..... 100 each.

20 shares Home City Fire Insurance Co..... 100 each.

100 shares Atlantic Cotton Co..... 100 each.

200 shares Rockaway Gaslight Co..... 25 each.

20 shares Metropolitan Gas Light Co..... 50 each.

20 shares Bank of N. America..... 50 each.

$1,000 Kings and Queens County Railroad 7 per cent. Bonds.

$1,000 Wisconsin Central Railroad 8 per cent. Bonds.

Securities received in addition to the regularly advertised list during every sale. Next regular sale on THURSDAY, Oct. 12. Regular Auction Sale of Stocks every Monday and THURSDAY at 12 o'clock, precisely, at 374 Broadway, at the Stock Exchange, No. 63 William-st., or Merchants' Exchange. Real estate, Stocks and Bonds bought and sold at private sale and at the Brokers' Board on commission. Interest allowed on deposits and dividends collected. Sales also made of real estate at public or private sale when desired.

ALBERT H. NICOLAY & CO.,
Stock Auctioneers, Brokers and Bankers,
No. 63 William-st., near Wall.

HENRY H. LEEDS, Auctioneer, Salesroom 23 Nassau-st.

VALUABLE HORSES, CARRIAGES, HARNESS, &c.—HENRY H. LEEDS & CO. will sell at Salesroom, TUESDAY, Oct. 11, at 10 o'clock, in front of store No. 23 Nassau-st.

The complete establishment of Madame Gazzaniga, to be sold, without reserve, in consequence of her departure to Europe, consisting of an elegant pair of black horses, about 16½ hands high, 6 and 7 years old, well matched, and warranted sound and kind for any lady or gentleman to drive; also, a fine bay mare, 16 hands high, 7 years old, very stylish gaiter, and trots remarkably fast; she is fully warranted for two years from July last. Her pearl keys, elegant carved legs, rich scolloped bottom, with magnificent carvings all round, and is one of the most unique and elegant instruments ever offered for sale, as will be seen on inspection. Price $300—a bargain for any one in search of a reliable as well as a magnificent Piano at a sacrifice. Can be seen at No. 370 Fifth-ave near 36th-st. Will be shipped if necessary, and a great object made for cash. Can be seen day or evening for three days.

INSURANCE.

GUARDIAN
LIFE
INSURANCE COMPANY
OF NEW-YORK.
Office in
Continental Bank Building,
No. 7 Nassau-st.,
Is prepared to issue Policies as follows, viz.:
POLICIES IN FAVOR OF AND PAYABLE TO THE WIFE,
Free from the claims of creditors.
POLICIES PAYABLE ON ATTAINING A SPECIFIED AGE,
Or payable in case of death before attaining such age.
POLICIES GRANTED TO CREDITORS,
On the lives of their debtors.
POLICIES GRANTED FOR ANY NUMBER OF YEARS,
PREMIUMS PAYABLE IN CASH,
Quarterly, semi-annually, or annually.
DIVIDENDS DECLARED EVERY THREE YEARS.
And the surplus belonging to the policy holders returned to them in Scrip.

This Scrip bears six per cent. per annum interest, payable in cash, and is redeemed when the aggregate issue shall have amounted to $1,000,000.

At the same time, the Company is empowered by its Charter to purchase the Scrip for the benefit of the policy holders before that time.

This Scrip is not affected by the forfeiture or sale of the policy, which is a great advantage over the system adopted by some Companies, of subjecting the dividend to the same terms of forfeiture and sale as the policy by indorsing it thereon. This is clearly unjust, as the dividend is a surplus fund, and is rightly the property of the insured, irrespective of the policy.

The interest on the Scrip gradually reduces the premium.

THE PREMIUMS
ARE BASED UPON EXPERIENCE TO THE PRESENT TIME.

No one class of insurers is required to pay the deficiency of others.

DIRECTORS.

JAMES P. SOUTTER,	WILLIAM T. HOOKER,
DOUGLAS ROBINSON,	GEORGE OPDYKE,
THOMAS RIGNEY,	E. V. HAUGHWOUT,
JOHN T. AGNEW,	ROBERT SOUTTER,
WM. M. VERMILYE,	JAMES W. HALSTED,
W. H. PECKHAM,	FRANCIS W. TAPPAN,
JOHN J. CRANE,	FREDERICK W. MACY,
WILLIAM W. WRIGHT,	R. T. H. GIBSON,
JOHN R. SHERWOOD,	W. TAYLOR HALL, Balt.,
WILLIAM ALLEN,	WM. WILKENS, Baltimore,
	JAMES F. COX.

JAMES W. HALSTED, President.
HENRY V. GARDNER, Secretary.
J. SMITH HOMANS, Jr., Actuary.
E. F. HALSTED, M. D., } Medical Examiners.
W. R. VERMILYE, M. D., }

☞ Further information will be given on application at the office of the Company, Continental Bank Building, No. 7 Nassau-st., New-York, or to any of its authorized Agents. All necessary documents can be obtained as above (gratis.)

FIRE INSURANCE.

The suit of HORSMANDEN BROS. & ALLEN, for $19,000 damages by fire at Maiden-lane, in June, 1856, against the following sixteen companies, who proposed two individuals to swear that the loss was but $60, will be tried at the Superior Court on FRIDAY, Oct. 14.

This case will open the eyes of insurers to the modus operandi, to avoid paying claims, of both old and new Insurance Companies.

INSURANCE COMPANIES.	
Metropolitan, New-York.	Eagle, New-York.
Mercantile, New-York.	Firemen's, New-York.
Washington, New-York.	Commercial, New-York.
Pacific, New-York.	Monarch, New-York.
Empire City, New-York.	Brooklyn, L. I.
St. Nicholas, New-York.	Atlantic, L. I.
City, New-York.	American, Philadelphia.
Continental, New-York.	Franklin, Philadelphia.

SECURITY.
FIRE INSURANCE COMPANY,
No. 21 Pine-st.
CASH CAPITAL—$500,000.
CHEAPEST AND SAFEST
INSURANCE.
DEALERS RECEIVE
75 PER CENT. OF NET PROFITS.
When preferred a discount from the premium will be made in lieu of participation in profits.

JOSEPH WALKER, President.
THOS. W. BIRDSALL, Vice-President.
E. L. HATHAWAY, Secretary.

LOAN OFFICES.

CASH ADVANCES MADE ON ALL KINDS of merchandise, jewelry, &c., bought and sold on commission. Private and confidential parties treated with. E. E. REED, No. 26 Courtlandt-st., up stairs.

PUBLIC NOTICES.

AN ORDINANCE

TO DIVIDE THE CITY OF NEW-YORK INTO CONVENIENT ELECTION DISTRICTS, PURSUANT TO SEC. 6, ART. 2, TITLE 3, OF ACT OF THE LEGISLATURE, PASSED APRIL 9TH, 1857.

The Mayor, Aldermen and Commonalty of the City of New-York, in Common Council convened, do ordain as follows:

SEC. 1. The twenty-two wards in the City of New-York, comprising seventeen Aldermanic Districts, as constituted under the fiftieth section of the amended charter, passed April 9, 1857, shall be, and are hereby severally divided into election districts, the extent and limits of which said election districts shall be as follows, that is to say:

FIRST WARD.

SEC. 2. The First Ward shall be divided into five election districts, the extent and limits of which said election districts shall be as follows:

The first election district of the First Ward shall contain all that part of the City bounded by and lying within North or Hudson river, Morris-street, Whitehall-street and the East River, including Governor's, Ellis' and Bedlow's Islands, in the bay, and belonging to the City, and within its jurisdiction.

The second election district of the First Ward shall contain all that part of the City bounded by and lying within Hudson River Sector, Greenwich, Thames-street, Bowling Green and Morris-street.

The third election district of the First Ward shall contain all that part of the City bounded by and lying within North or Hudson River

RAILROADS.

NEW-YORK AND HARLEM RAILROAD.

AUTUMN ARRANGEMENT.

On and after MONDAY, Sept. 13, 1869, Passenger Trains leave Pier No. 26 East River, as follows, viz.: Daily, at 8:30 A. M. for Dunkirk, Buffalo, Cannandaigua, and principal intermediate stations. Mail Train, at 9 A. M., for Dunkirk and Buffalo, and intermediate stations. Way Passenger at 5:30 P. M., for Middletown, and intermediate stations. Express Train at 4:30 P. M., for Dunkirk, Buffalo, Cannandaigua, and principal stations. The Express Trains connect at Suspension Bridge with the Canandaigua and Niagara Falls Railroad, for Niagara Falls, at Batavia, with the Tonawanda Railroad, for Attica, at Corning with the New-York, Lake Erie and Western Railroad, for Hornellsville, at Elmira with the Northern Central Railway, for Williamsport, Lock Haven and Renovo, at Canandaigua with the Lake Shore Railroad, for Rochester, Niagara Falls, Buffalo, Detroit, Chicago, &c., and at Rochester with the Genesee Valley Railroad, for Belfast, Olean, Oil City, Titusville, &c.

SATURDAYS, WILL LEAVE:

Cincinnati—8 A. M., 4 P. M.

Chicago—8 A. M., 4 P. M.

Detroit—8 A. M., 4 P. M.

Toledo—8 A. M., 4 P. M.

Buffalo—8 A. M., 4 P. M.

Rochester—8 A. M., 4 P. M.

Niagara Falls—8 A. M., 4 P. M.

Suspension Bridge—8 A. M., 4 P. M.

Canandaigua—8 A. M., 4 P. M.

Dunkirk—8 A. M., 4 P. M.

Williamsport—8 A. M., 4 P. M.

Lock Haven—8 A. M., 4 P. M.

Renovo—8 A. M., 4 P. M.

Elmira—8 A. M., 4 P. M.

Hornellsville—8 A. M., 4 P. M.

Belfast—8 A. M., 4 P. M.

Olean—8 A. M., 4 P. M.

Oil City—8 A. M., 4 P. M.

Titusville—8 A. M., 4 P. M.

Tonawanda—8 A. M., 4 P. M.

Attica—8 A. M., 4 P. M.

Leaving Williamsport at 8 A. M. train from New-York, making a close connection at Williamsport with the Lehigh Valley Railroad, and thence via Bare Pennsylvania Railroad to Reading without change of cars, and connects at Reading direct for Philadelphia, Baltimore, Washington, Lackawanna and Western, Central of New-Jersey, Lehigh Valley, and Reading Railroads. Will leave at 9 A. M. and 11:45 only.

CHAS. MINOT, Gen'l Supt.

NATHANIEL MARSH, Receiver.

NEW-YORK AND FLUSHING RAILROAD.—On and after Monday, Sept. 20, 1869, leave Fulton market slip for FLUSHING, connecting with cars at Hunter's Point. Returning, leave Flushing, at 6:30, 8 and 10 A. M., and 2 and 6 P. M., connecting with cars at Hunter's Point for Fulton market slip. Fare 25 cents. Cars from Fulton-market slip, Brooklyn, to all above trains stop at the way stations. Cars will leave Hunter's Point for Flushing, at the way stations at 6:30, 11:2, 8, 6 o'clock; returning, leave Flushing at 7:30, 9:30, 12 m., 3, 5 and 8 o'clock. Hunter's Point is reached by the Long Island Railroad cars from Hunter's Point ferry, foot of Newtown-st., at 7:30, 8:30, 9:30, 10:30, 11:30 A. M., 12:30, 1:30, 2:30, 3:30, 4:30, 5:30, 6:30, 7:30, 8:30, 9:30, 10:30 P. M. Fare 10 cents.

HUDSON RIVER RAILROAD.—FROM SEPT. 20, 1869, Trains will leave Chambers-st. Station as follows: Express Trains 2 and 11 A. M. and 6 P. M.; for Poughkeepsie, 2 and 11 A. M. and 6 P. M.; for Peekskill 8:30 A. M. and 3:30 P. M.; for Sing Sing, Tarrytown, Irvington, Hastings, Dobbs Ferry, Hastings, Yonkers, Hunter's Point, Astoria, Flushing, Bloomingdale, Manhattanville, Carmansville, Fordham, Kingsbridge, Riverdale, Spuyten Duyvil and Marble Hill, 8:30 A. M., 12 M., 3:30, 5:30, 6:30, 7:30, 8:30, 9:30, 10:30, 11:30 P. M. and 12:30 A. M. Sing Sing, Tarrytown and Irvington Trains stop at most of the way stations. Passengers taken at Chambers, Canal, Christopher and Thirty-second-sts. Trains for Peekskill leave Troy at 7:30 A. M. and 12:30 P. M. Sing Sing, 8:30 A. M. and 3:30 P. M. Albany about 15 minutes later. On Sunday at 6 P. M.

A. T. SMITH, Superintendent.

LONG ISLAND RAILROAD.—ON AND AFTER MONDAY, Sept. 20, 1869, trains will leave Hunter's Point ferry, foot of Newtown-st., as follows: For Jamaica at 10 A. M., leave Brooklyn, foot of Pierrepont-st. at 10 A. M.; leave Brooklyn, foot of Hicks-st. at 10 A. M. and 3:30 P. M.; leave Hunter's Point at 10 A. M. and 3:30 P. M.; leave Jamaica for Brooklyn at 10 A. M. and 4 P. M. For Far Rockaway, leave Brooklyn, foot of Pierrepont-st. at 10 A. M.; leave Brooklyn, foot of Hicks-st. at 10 A. M. and 3:30 P. M.; leave Hunter's Point at 10 A. M. and 3:30 P. M.; leave Jamaica for Far Rockaway at 10 A. M., 12 M. and 4:30 P. M. Leave Brooklyn for Jamaica at 10 A. M., 12 M., 3:30, 4:30, 5:30, and 6:30 P. M.

NEW-JERSEY RAILROAD.—FOR PHILADELPHIA AND THE SOUTH AND WEST FROM foot of Liberty-st. (N. R.) and Express Trains leave New-York at 9 A. M. and 11 A. M. and 4 P. M. Express Accommodation, 12 M.; fare $2 25. Tickets for Cincinnati and West, and for Baltimore, Washington, Norfolk, &c., and through baggage checked to Washington at 11 A. M. and 4 P. M.

J. W. WOODRUFF, Assistant Superintendent.

MEDICAL.

CHARLES R. HAMMOND, M. D.,

Pupil of Ricord, of Paris, and also of Professors Gibb, Swinburne and Valentine Mott, of this City, continues to be consulted on all Diseases of a Private Nature, Spermatorrhœa, &c., &c., at

NO. 61 BLEECKER-ST.,

a few doors east of Broadway, New-York. Extreme cases, demanding Operations, Mercurial and Chronic affections, Stricture, Diseases of the Bladder and Mucous Membranes skillfully treated. Office hours from 9 to 3 and 6 to 8.

SCHENCK'S AMERICA LINIMENT FOR BURNS.

READ THE EVIDENCE.

My daughter was scalded with hot water to such an extent that my physician said she must die. I bathed them freely with America Liniment, which gave instant relief, prevented scars, and cured them in less than one week. She is now well and not scarred. CHAS. F. SONNEBORN, Stationer, No. 149 Nassau-st.

For sale at No. 36 Beekman-st., New-York.

THE ALL-SUFFICIENT THREE!

TRISEMAR 1, 2, AND 3.

Protected by Royal Letters Patent of England, and secured by the Seals of the Ecole de Pharmacie de Paris, and the Imperial College of Medicine, Vienna.

No. 1 is invaluable for exhaustion, spermatorrhœa, and all genital debilities.

No. 2 completely crushes all traces of those diseases that have been hitherto treated by the nauseous and pernicious use of copaiva and cubebs.

No. 3 has entirely supplanted the injurious use of mercury, thereby insuring to the sufferer speedy relief, without the ill consequences and rooting out the venom of disease.

TRISEMAR, Nos. 1, 2, and 3, are prepared in the form of a lozenge, devoid of taste and smell, and can be carried in the waistcoat pocket. Sold in tin cases, and divided into separate doses, as administered by Velpeau, Lallemand, Roux, Ricord, &c., &c. Price $4 each, or four cases for $9, which saves $1; and $27 cases, containing twelve, for $25. Sold by all wholesale and retail Druggists, and at the Depot of Dr. BARROW, No. 194 Bleecker-st., New-York, immediately on receiving remittance. Dr. Barrow will forward the Trisemar to any part of the world, securely packed, and addressed according to the instructions of the writer. Sold also by

A. S. WELLS & CO., No. 115 Franklin-st., New-York.

WORTHINGTON,

Corner of Pineapple and Fulton sts., Brooklyn.

DR. WATSON TREATS ALL FORMS OF A certain kind of disease with a success which has won for him the confidence of the public. The remedies are pleasant, and no interruption from business. Dr. WATSON'S work on Nature's Guide and Counsellor has been pronounced by the reviewers the best popular compendium on all diseases of a private nature, including Spermatorrhœa and Debility, the results of early abuse, excess, or other causes. "Should be read by all persons contemplating marriage."—*Medical Gazette.* Fine colored plates. Price $1. To be had of CHARLES MILLER, No. 42 Nassau-st., New-York, and of the author, at his private residence, No. 459 Broome-st., second block west of Broadway, from 9 A. M. to 9 P. M.

☞ Separate consulting rooms.

DR. E. CORBETT may be CONSULTED at his office, 5 Great Jones-st., on all diseases requiring secrecy. From a long and extended practice of over 21 years in the above specialty, and as his present location, he can safely promise to all who may stand in need of medical or surgical assistance a radical cure, no matter of how long standing. The victims of misplaced confidence, or those who may have been unfortunate in the selection of a physician, will receive particular attention. Dr. C. is a member of the R. C. S., University Medical College and College of Surgeons, London. See his diplomas in his office, No. 5 Great Jones-st., opposite Chambers-st.

DR. WARD, NO. 483 BROADWAY.—PERforms the only permanent, satisfactory cure of private diseases. Remember, all afflicted, that by consulting Dr. WARD you will immediately experience that Science is himself again. Cure guaranteed. Medicines furnished for $5. Female diseases successfully treated. Hours, 10 A. M. to 4 P. M. and 6 to 8 P. M. Sundays, 10 A. M. to 1 P. M.

MONTHLY IMPORTANT TO BOTH SEXES.—Married and single, in health or disease, DR. MONTE'S Paris, London and New-York MEDICAL ADVISER AND MARRIAGE GUIDE. 30th edition. Over 400 pages. Plain, cloth; 100 electrotyped engravings. Price $1. The author's offices for the unequaled Paris and London treatment of private diseases are at 6 Bond-st., up stairs, New-York. Hours from 9 A. M. to 9 P. M. Consultation fee till 9 evening. Treatment by mail and express also.

DR. RALPH, AUTHOR OF THE PRACTIcal Treatise, &c., offices corner of Houston and Crosby-sts. (No. 129 Crosby-st.), hours from 9 A. M. to 9 P. M., Sunday excepted. The author's reputation in this specialty guarantees the most scientific and honorable treatment. Stricture, sexual inefficiency, &c., positively cured by means exclusively his own, the results of an immense experience. Recent cases of disease cured immediately.

IMPORTANT TO FEMALES—EXCLUSIVE treatment of diseases of females. Patients from a distance provided with private board, nursing, &c. Consultation by mail or otherwise, strictly confidential, from 9 A. M. to 8 P. M. Ladies' Medical Adviser and Ladies' Private Companion, containing particulars, mailed free, in letter envelope, on receipt of four stamps. Office consultations gratis. Address Dr. THIERS, 60 West 36th-st., New-York.

WARNER'S NERVOUSNESS ANTIDOTE.—IS A sure relief for nervousness, sleeplessness, palpitation, paleness, nervous headache, cough, loss of sleep and nervousness. Whatever may be the cause of Nervousness, Debility, Stage Sinking and Dizziness, this remedy will relieve you. Sold by Druggists generally, and of the proprietor, J. T. STRATTON, M. D., No. 111 4th-av., New-York.

HUNDREDS OF THE UNFORTUNATE have disappointed of a cure by not calling on DR. HUNTER at first, the Hunterian Dispensary, No. 2 Fifth-st., New-York City, established in 1850 for the prescription of Human Life. PRIVATE CONSULTATION. Dr. HUNTER has for thirty years confined his attention to diseases of a certain class, in which he has treated not less than fifty thousand cases, without an instance of failure. His great remedy, HUNTER'S RED DROP, causes certain disease when regular treatment and all other remedies fail; cures without dieting or restraint, in the habits of the patient; cures without the disgusting and sickening effects of all other remedies; cures in new cases in less than six hours. It roots out the poison and leaves the blood in pure to absorb unless this remedy is a trial, and, if cured, cannot be obtained genuine anywhere but at the old office, No. 2 Dirisbury-st., for nothing, that treats of the evil effects of early abuse and indulgence, is embellished with elaborate colored engravings, portraying every feature and phase of the disease, exposes the fallacy of the ordinary modes of treatment, the use of local or mild and ineffectual remedies, and gives the only safe and infallible remedy for expunging every trace of the virus from the system.

COAL.

COAL.—BROAD MOUNTAIN, PEACH ORCHARD and Lehigh, from the most approved mines, at lowest market price, from yard: 50 cents per ton less from boats. Also, Cumberland, Cannel and Liverpool Orrck. HENRY REEVE,

Corner Canal and Centre, and corner Jane and West-sts.

SHIPPING.

NORTH ATLANTIC STEAMSHIP CO.

REGULAR THROUGH LINE

TO

SAN FRANCISCO,

VIA

PANAMA RAILROAD,

and connecting with the Steamers GOLDEN GATE, GOLDEN AGE, JOHN L. STEPHENS, and SONORA, of the Pacific Mail Steamship Company at Panama.

DIRECT TO ASPINWALL.

The splendid steamships BALTIC, ADRIATIC and ATLANTIC having been entirely refitted and adapted to the California Trade, will hereafter run as above, leaving this port on the

5TH AND 20TH OF EACH MONTH,

from the foot of Canal-st., North River.

THE ATLANTIC

4,000 tons burden, E. H. Pearson, Commander, will leave on

THE 20TH OCTOBER,

to connect at Panama with the well-known and superior steamship GOLDEN GATE, R. B. Warriss, Commander.

THE BALTIC,

will follow on the 5th November.

An experienced Surgeon is attached to each ship.

Through freight and passengers will be immediately forwarded upon arrival of the steamer at Aspinwall.

Each of the above steamships can carry upward of 600 to 800 tons freight, which will be taken at moderate rates.

It is believed that the accommodation afforded by the above ships are unsurpassed by any in the world.

An extra ship is always in reserve at Panama, so that there will be no detention in forwarding passengers, baggage and freight.

For freight, apply at the office of the Company, No. 56 Wall-st.

For passage apply at the only office of the Companies, on the wharf foot of Canal-st., to WM. H. WICKHAM.

THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAMSHIPS.

FROM NEW-YORK TO LIVERPOOL.

Chief Cabin Passage.....$130
Second Cabin Passage.....75

FROM BOSTON TO LIVERPOOL.

Chief Cabin Passage.....$110
Second Cabin Passage.....60

From Boston call at Halifax.

PERSIA, Capt. Judkins. *CANADA*, Capt. Lang.
ARABIA, Capt. J. Stone. *AMERICA*, Capt. Miller.
ASIA, Capt. E. G. Lott. *NIAGARA*, Capt. Anderson.
AFRICA, Capt. Shannon. *EUROPA*, Capt. J. Leitch.

These vessels carry a clear white light at mast-head; those on starboard bow; red on port bow.

PERSIA, Judkins, leaves N. Y. Wednesday, Sept. 29.
ARABIA, Stone, leaves Boston Wednesday, Oct. 6.
ASIA, Lott, leaves New-York Wednesday, Oct. 13.
CANADA, Lang, leaves Boston Wednesday, Oct. 19.
AFRICA, Shannon, leaves N. Y. Wednesday, Oct. 20.
EUROPA, Leitch, leaves Boston Wednesday, Nov. 2.
PERSIA, Judkins, leaves N. Y. Wednesday, Nov. 3.
AMERICA, Miller, leaves Boston Wednesday, Nov. 16.
ASIA, Lott, leaves New-York Wednesday, Nov. 23.

Berths not secured until paid for.

An experienced Surgeon on board.

The owner of these ships will not be accountable for Gold, Silver, Bullion, Specie, Jewelry, Precious Stones or Metals, unless bills of lading are signed therefor and the value thereof therein expressed, for freight or passage, apply to E. CUNARD, No. 4 Bowling-green.

FOR THE SOUTH AND SOUTHWEST VIA CHARLESTON, S. C.—SEMI-WEEKLY UNITED STATES MAIL SIDE-WHEEL STEAMSHIP LINE.

Cabin passage.....$25 00 | Deck passage.....$6
The splendid steamship MARION, W. J. Pearce, Commander, will leave Pier No. 1, North River, on

WEDNESDAY, Oct. 13, at 4 o'clock P. M. precisely,

Through tickets to the following places:

To New-Orleans.....$30 00 To Augusta, Ga.....$25 00
To Mobile, Ala.....30 00 To Atlanta, Ga.....29 00
To Montgomery, Ala.....30 00 To Columbus, Ga.....29 00
To Nashville, Tenn...30 00 To Charlotte, N. C....25 00
To Memphis, Tenn....30 00 To Jacksonville, Fla...31 00
To Knoxville, Tenn...27 00 To Palatka, Fla.....25 00

For freight or passage, apply to SPOFFORD, TILESTON & CO., No. 49 Broadway.

The NASHVILLE, L. M. MURRAY, Commander, succeeds SATURDAY, Oct. 16.

FOR ALEXANDRIA, WASHINGTON AND GEORGETOWN.—The New-York and Virginia screw steamship Company's new and first-class steamship MOUNT VERNON,

E. C. Stannard, Commander,

will leave Pier No. 13 North River, for the above ports, on SATURDAY, Oct. 16, at 3 P. M.

Cabin passage, with unsurpassed accommodations, $7 50.

Freight 8 cents per foot on measurement goods. Other articles in proportion, and received on Fridays and Saturdays.

No commission charged for forwarding.

No bills of lading signed after departure of steamer.

For freight or passage apply to

E. B. CROMWELL & CO.,
No. 56 West-st.

FOR THE SOUTH.

NEW-ORLEANS AND MOBILE,

MONTGOMERY, ATLANTA, COLUMBUS, MACON, AUGUSTA, AND VARIOUS PLACES IN FLORIDA, via SAVANNAH, Ga.—The favorite steamship ALABAMA, Capt. Geo. R. SORRELL, will leave on TUESDAY, *Oct.* 11, at 4 P. M., from Pier No. 4 North River. Through tickets can be had for the following places, fare as low as by any other steamers from New-York to Savannah. Accommodations superior. New-York to New-Orleans, $30; Mobile, $30; Montgomery, Ala., $28; Atlanta, Ga., $26; Albany, Ga., $24; New-York to Columbus, Ga., $23; Macon, Ga., $21; Augusta, $20; Savannah, $15. For freight or passage apply to SAML. L. MITCHELL & SON, No. 13 Broadway.

THE NORTH GERMAN LLOYD'S STEAMship BREMEN, H. Wessels, Commander, carrying the United States Mail, will sail positively on

SATURDAY, Oct. 23, at 12 M.,

FOR

BREMEN VIA SOUTHAMPTON,

taking passengers for

LONDON, HAVRE, SOUTHAMPTON and BREMEN, at the following rates:

First cabin, $100; second cabin, $60; steerage, $35.

For freight or passage apply to

GELPCKE, KEUTGEN & REICHELT,
No. 54 Broadway.

FOR SAVANNAH AND FLORIDA.—THE American Atlantic Screw Steamship Company's new and favorite steamship HUNTSVILLE, Jno. A. Post, Commander, will leave Pier No. 12, North River, on THURSDAY, Oct. 28, at 4 o'clock P. M. Passage to Savannah, with unsurpassed accommodations, $15. Through tickets to New-Orleans, $30 75; Mobile, $30; Montgomery, $28; Albany, Ga., $24; Columbus, $23; Atlanta, $23; Macon, $21; Augusta, $20; also, to principal places in Florida at lowest rates. Freight 10 cents per foot. Insurance one-half per cent. Apply to

E. B. CROMWELL & CO., No. 56 West-st.

The MONTGOMERY succeeds on Thursday, Oct. 30.

FOR NASSAU, N. P., AND HAVANA.—THE British and North American Royal Mail steamship KENNAX, Capt. BROWNRIGG, will sail from the Company's wharf at Jersey City, on or about the 14th October, 11th November and 9th December; that is, on arrival of steamers from England on these dates.

Passage Money to Nassau.....$45
Passage Money to Havana.....60
Passage Money between Nassau and Havana.....15

For freight or passage, apply to

E. CUNARD,
No. 4 Bowling-Green.

REDUCED RATES.—THE NEW-YORK AND Virginia Steamship Company's steamships will receive freight every day for Tennessee, North Carolina, Portsmouth, Norfolk City, City Point and Richmond, and will leave Pier No. 13 North River, at 3 P. M., as follows: ROANOKE, Capt. Couch, on TUESDAY,

YORKTOWN, Capt. FARRISH, on THURSDAY,

JAMESTOWN, Capt. SKINNER, on SATURDAY.

Passage, stateroom included, to Norfolk, reduced to $6. Petersburgh and Richmond, stateroom included, reduced to $8. Meals 50 cents extra.

LUDLAM & HEINEKEN, No. 115 Broadway.

Freight taken on moderate terms.

NOTICE.—TO SHIPPERS TO CENTRAL AMERICA AND THE WEST COAST OF SOUTH AMERICA.—OFFICE OF THE NORTH ATLANTIC STEAMSHIP COMPANY.—This Company is prepared to grant through bills of lading in connection with the Panama Railroad Company, on shipments of merchandise to Central America and the West Coast of South America. The same facilities will also be afforded on shipments from Central America to Liverpool by arrangement with the Cunard line. For rates of freight apply at the office of the Company, No. 56 Wall-st., to

L. P. STEPHENS, Secretary.

ROYAL MAIL STEAMSHIP ASIA, FOR LIVERPOOL.—The ASIA, E. G. Lott, Commander, will sail from the stream on WEDNESDAY next, 12th inst. A steamboat will ply between the Company's wharf, at Jersey City, and the ASIA, from 12 to 1 o'clock P. M., to convey passengers and baggage on board.

The AFRICA will sail 26th October.

E. CUNARD, No. 4 Bowling-green.

NOTICE TO CALIFORNIA PASSENGERS.—The ticket-office for the Pacific Mail Steamship Company has been removed from No. 177 West-st., corner of Warren, to the office of the North Atlantic Steamship Company, on the wharf foot of Canal-st.

STEAMBOATS

NORTHERN PASSENGER ROUTE BY steamers FRANCIS SKIDDY and COMMODORE, from foot of Liberty-st., EVERY EVENING, except Saturday, at 6 o'clock, to Troy, thence via Rensselaer and Saratoga Railroad to Whitehall, there taking Lake steamers AMERICA, UNITED STATES or CANADA, for all ports on Lake Champlain, Montreal and Ogdensburgh. Fare to Rutland, $3 50; Burlington, $4 75; Plattsburgh, $5 50; Rouse's Point, $5 25; Ogdensburgh, $7; Montreal, $8 25. Apply for through tickets, at Troy Steamboat Office, foot of Liberty-st.

FOR HIGH BRIDGE AND FORDHAM.—Last month of steamboating on Harlem River this season. The steamer *Emily* leaves Silvey's, Harlem, for High Bridge at 7:45, 9, 10:30 and 11:30 A. M. and 2:15, 4 and 5 P. M. Returning, leaves High Bridge at 7:30, 8:35, 9:50 and 11:20 A. M., and 12:40, 3:30 and 4:30 P. M., connecting each way with steamers *Sylvan Grove* and *Sylvan Shore* to and from Peck-slip, and also with 3d-av. cars to and from City Hall.

DAILY FOR HARTFORD, DIRECT—FROM Peck-slip, East River, at 4 o'clock P. M., steamers CITY OF HARTFORD, on TUESDAYS, THURSDAYS and SATURDAYS; and GRANITE STATE, on MONDAYS, WEDNESDAYS and FRIDAYS.

DANIEL A. MILLS, Agent.

FOR NEW-HAVEN.—THE STEAMER ELM CITY will leave Peck-slip, East River, EVERY DAY, at 3 P. M. The steamer TRAVELER, EVERY NIGHT, at 11, arriving in time for the early morning trains.

RICHARD PECK, Agent.

FOR BRIDGEPORT.—FARE 50 CENTS.—THE steamer *Bridgeport* leaves Peck Slip, East River, every Monday, Wednesday and Friday, at 12 o'clock noon, arriving in time to connect with Naugatuck, Housatonic and New-Haven R. R.

DAY BOAT FOR ALBANY AND TROY.—The steamer CATSKILL, from foot of Jay-st., every TUESDAY, THURSDAY and SATURDAY, at 7 A. M.

DAY BOAT FOR ALBANY.—STEAMER ARMENIA, every MONDAY, WEDNESDAY and FRIDAY, from foot of Harrison-st., at 7 o'clock A. M.

PAINTS, OILS AND BRUSHES.

MINERAL OIL.—THIS IS A VERY SUPERIOR Mineral Oil, unsurpassed in quality and cheapness, by any other in market. There is nothing more beautiful in color, or more brilliant or durable in burning. It does not explode, and burns in the usual Kerosene lamps, and being uniform, purchasers will always obtain the same excellent article. Barrels, 40 gallons. Agents,

JOHN W. QUINCY & CO., No. 92 William-st.

BRUSHES OF EVERY DESCRIPTION AT the Brush Factory, No. 230 Pearl-st., Franklin-square. All articles sold at the lowest factory prices. Paint Brushes of a superior quality constantly on hand. Machine Brushes made to order. J. L. HOFFM[illegible]

MUSICAL.

DEPOT OF THE ALEXANDRE ORGANS

Removed to No. 596 Broadway.

Alexandre Organs, (patented in the United States,) the Diploma of Honor, Universal Exhibition.

SOLE MEDAL OF HONOR AT THE UNIVERSAL EXHIBITION OF 1867.

This magnificent instrument, which the brilliant performers of

VIEUXTEMPS, THALBERG, MLLE. WELLIS,

have pronounced as peerless in America as in Europe, has been adopted by the greatest artists and composers of both Continents—Gottschalk, Lisst, Rosenzi, Meyerbeer, &c., &c. Prices at the Depôt:

$40, $60, $100, $150, $200, $300, $375, $400.

A descriptive circular explained in any address on application to

BERNARD & FABREGUETTES, Jr.,
No. 596 Broadway.

Importers of Buesen's Accordeons, Violins, Violin Strings, &c., &c. Just Published: A Complete Instructor for the Alexandre Organ.

THE DRIGGS PATENT PIANO-FORTE

Are all of the full scale of 7-octaves. The most experienced workmen, the greatest perfection of mechanical skill, and the best seasoned materials are employed in their manufacture.

They are constructed on a solid iron frame or bed-plate, entirely separate from the case, thus relieving the case, sound-boards and all the wood-work from the strain of the strings, making them much more solid and enduring. There are two sounding boards, arranged as those of a violin, giving three times the amount of vibrating surface found in any other piano; which, being free from the strain of the strings, becomes more sonorous and gains on their vibrations as the piano becomes older. Their construction is the most simple and scientific, and they are the most enduring and full-toned pianos ever made. Call and see them, at WM. HALL & SON'S,

New store, No. 543 Broadway,
Between Spring and Prince sts.

HAINES BROTHERS'

PIANO FORTES

WHOLESALE AND RETAIL,

At their new Warerooms,

No. 625 Broadway.

HAINES BROTHERS have, in order to accommodate their numerous customers, both wholesale and retail, built two large warerooms at No. 625 Broadway, where they intend to keep a large assortment of their celebrated instruments constantly in store for wholesale and retail trade. Every piano will be warranted for three years, guaranteed to give the best satisfaction to all purchasers, and sold at the lowest prices. Pianos to rent.

HAINES BROTHERS,
No. 625 Broadway, next door to Laura Keene's Theatre.

CHICKERING & SONS,

MANUFACTURERS OF

GRAND, SQUARE AND UPRIGHT PIANOS.

Warerooms No. 652 Broadway.

C. & SONS have been awarded 25 prize medals for the superiority of their manufacture for the past 25 years.

PIANOS FOR SALE,

MASON & HAMLIN'S SUPERIOR

MELODEONS AND HARMONIUMS,

For parlors, churches, vestries and lodges,

At wholesale and retail.

PIANOS TO RENT.

WONDERFUL IMPROVEMENT IN GRAND PIANOS.

STEINWAY & SONS invite artists and the public in general to call and examine their newly-invented OVERSTRING GRAND PIANO, which, for power and quality of tone, is pronounced superior to any other grand piano by all who have examined it, among whom are the best musical judges of the country, such as R. Cocks, professor, of the London *Musical Review*; U. C. HILL, A. J. KING, W. MASON, R. C. TIMM, H. WOLLENHAUPT, A. H. WOOD, O. SAAR and many others. STEINWAY & SONS,

Manufacturers, Nos. 82 and 84 Walker-st., New-York.

ESTABLISHED 35 YEARS.

We don't make the Patent (!) Pianos, or Pianos with the Attachment!!

But we do make good substantial and warranted Piano-fortes of excellent tone and action.

Our instruments RECOMMEND THEMSELVES IN PRICE as well as in other particulars.

Call and see them. New and second-hand PIANOS TO RENT. FIRTH, POND & CO.,

No. 547 Broadway, New-York.

BIBLE-HOUSE PIANO WAREROOMS.

Improved new scale 7-octaves, at $220, $250 and $300.

T. H. CHAMBERS, Bible House, Astor-place.

PIANOS, MELODEONS AND ORGANS.—The Horace Waters' Pianos and Melodeons for depth, purity of tone and durability, are unsurpassed. Prices reasonable. Second-hand Pianos and Melodeons from $25 to $150. Pianos and Melodeons to rent. Monthly payments received for Pianos. HORACE WATERS, Agent, No. 826 Broadway.—"The Horace Waters Pianos are known as among the very best."—*Evangelist.* "We can speak of their merits from personal knowledge."—*Christian Intelligencer.* "Waters' Pianos and Melodeons challenge comparison with the finest made anywhere in the country."—*Home Journal.*

LIGHTE & BRADBURYS, MANUFACTURERS OF GRAND AND SQUARE PIANO-FORTES—*Constructed with all the improvements conducive to* superiority of tone, touch and durability, and to any required style of furniture. An extensive assortment always on sale at their Warerooms and Office, No. 428 Broome-st.; also at their Depôt No. 22 Cortlandt-st.

HALLET, DAVIS & CO'S GRAND, PARLOR GRAND AND SQUARE PIANOS.—SECOND HAND PIANOS made by Chickering, Gilbert, Hallet, Davis & Co. Prices from $30 to $200. Melodeons very low. Pianos and Melodeons to rent. T. S. BERRY, No. 455 Broadway, corner Grand-st., marble building.

GOLD MEDAL PREMIUM PIANO-FORTE.—C. & H. BARMORE, Manufacturers, No. 346 Bleecker-st., offer a large and elegant assortment of their improved pianos, at great bargains, pronounced unrivaled by the best judges; fully warranted; splendid second-hand pianos for $140 and $170.

RAVEN, BACON & CO.—(SUCCESSORS TO Bacon & Raven,) piano-forte manufacturers, warerooms No. 128 Grand-st., near Broadway, where a full assortment of instruments may be found, exclusively of our own manufacture, warranted in every respect.

J. & C. FISCHER'S SUPERIOR CIRCULAR-SCALE PIANOS, full iron frame, patent dampers, unequaled for standing in tune. Wareroom No. 856 Broadway, near 14th-st.; manufactory, Nos. 241, 243, 245, 247, 249 and 251 West 28th-st., near 9th-av.

SUPERIOR 7-OCTAVE PIANOS RETAILED at wholesale prices, direct from the manufactory of TAYLOR & YOUNG, No. 15 Mercer-st., near Canal. Each piano warranted for five years. Two old pianos cheap.

HAZLETON BROS., PIANO-FORTE MANufacturers, No. 209 Centre-st., offer a fine assortment of brilliant and full-toned Pianos, at the lowest rates. Warranted to give satisfaction; guaranteed for 5 years.

PIANO-FORTES OF A VARIETY OF styles, MELODEONS and HARMONIUMS, all of first-class makers, fully warranted, at the lowest rates. PIANOS and MELODEONS to let, or sold on installments. J. M. PELTON, Nos. 841 and 843 Broadway.

A GREAT CHANCE.—SPLENDID 7-OCTAVE rosewood piano, made by one of the best makers, with all the latest improvements and fully warranted; worth $400, will be sold very low for cash. Inquire at No. 141 9th-st.

A. E. THOMPSON, NO. 486 BROADWAY, has constantly on hand a large assortment of first-class pianos at great bargains; second-hand pianos in great variety; melodeons, &c. Pianos to let.

ALBERT WEBER, PIANO-FORTE MANufacturer, No. 155 West Broadway, near Canal. The best assortment of Pianos, warranted for 3 years, at the lowest prices. Call and examine before purchasing.

V. F. HARRISON, PIANO-FORTE MANufacturer, No. 257 Canal-st., offers a fine stock of his celebrated instruments, fully warranted, at low prices.

A. H. GALE & CO., PIANO-FORTES, NO. 107 East 13th-st., invite attention to their new Scale Pianos. Guaranteed to give entire satisfaction.

PROPOSALS.

NOTICE.

PURVEYOR'S OFFICE, U. S. CADETS' COMMONS, West Point, N. Y., Sept. 20, 1869.

SEALED PROPOSALS for the SUPPLY OF FRESH AND CORNED BEEF, FRESH LAMB OR MUTTON AND VEAL, for the Cadets' Commons at this post, for one year from the first November next, will be received at my office until the tenth (10) of October.

THE FRESH BEEF to be of the first quality, (or what is known as three months stall-fed,) and delivered at the mess buildings, in quantities as directed by the undersigned, not to exceed five days in the week.

THE CORNED BEEF to be of the same quality, properly cured, and delivered at the same place, and in quantities as directed by the undersigned, not to exceed two days in the week.

THE FRESH AND CORNED BEEF to be furnished in quarters, with an equal proportion of each, (neck and hanks to be excluded,) and cut into suitable pieces for roasting, baking and boiling.

THE LAMB, MUTTON OR VEAL to be of good and wholesome quality, at the same place, at such times and in such quantities as directed, as an occasional substitute for fresh Beef.

The use of a slaughter-house and yard, and ice-house, will be furnished the contractor, and an open market for the sale of all kinds of fresh meats to the residents of the post.

Each bid will state the number of cents and mills per pound for each kind of meat to be furnished, and the names of two responsible persons as sureties for the fulfillment of the contract, and to be indorsed on the outside, "Proposals for the supply of Fresh and Corned Beef."

J. BRATT, Purveyor, C. C.

SEALED PROPOSALS WILL BE RECEIVED by the undersigned, School Officers of the XIXth Ward, at the Office of the Clerk of the Board of Education, corner of Grand and Elm-sts., until Tuesday, Oct. 19, 1869, at 12 o'clock noon, for doing the mason work, carpenter work, heating with hot water furnaces, and painting, necessary for the erection and completion of a new School-house one hundred feet east of the corner of Seventy-ninth-street and Third-avenue, in said Ward, according to plans and specifications on file and to be seen at the office of the Superintendents of School Buildings, No. 94 Crosby-st. Proposals must state the estimate for each of the above work separately, and be indorsed "Proposals for Mason Work," "Proposals for Carpenter Work," "Proposals for Heating," and "Proposals for Painting." Two responsible and approved sureties will be required from each contractor.

The School Officers reserve the right to reject any or all of the proposals offered, if deemed for the public interests to do so.

DANIEL GALLAGHER,
FRANCIS SATCOM,
CHARLES SMITHSON,
} Building Committee.

COPARTNERSHIP NOTICES

TAKE NOTICE—THAT THE COPARTNERSHIP heretofore existing between R. M. LIVINGSTON and GEORGE H. LIVINGSTON, under the firm-name of R. M. LIVINGSTON & Co., was this day dissolved by mutual consent. GEORGE H. LIVINGSTON having retired from, has no longer any connection with, said firm. R. M. LIVINGSTON is authorized and empowered to settle and liquidate all the debts, dues and demands of the late firm. GEORGE H. LIVINGSTON.

NEW-YORK, Sept. 1, 1869.

DISSOLUTION OF COPARTNERSHIP.—The firm of NIXON & CO. is dissolved this day by consent of parties. Mr. J. M. NIXON having purchased the entire interest of the concern, which will hereafter be conducted by him. All parties having claims against the firm are requested to present them at the office before noon of Wednesday next.

SATURDAY, Oct. 9, 1869.

THOMAS GARNER, JR., IS THIS DAY admitted a member of our firm.

NEW-YORK, Oct. 10, 1869. GARNER & CO.

AMUSEMENTS.

NIXON'S MAMMOTH CIRCUS.

Corner 23d-st. and 4th-av.

NEW ORGANIZATION!

JAS. E. NIXON, Sole Proprietor and Manager.

The New Organization will be inaugurated with a

GRAND PROCESSION

Through the streets on MONDAY, Oct. 18, in which will be displayed, on an elevated platform drawn by 8 gray horses, the

EDUCATED BULL, DON JUAN!

Also the great HAND CHARIOT, drawn by 40 horses, 4 abreast.

ALL THE GREAT ARTISTS OF THE AGE

Are engaged in this Troupe.

Among the Novel features of this week will be presented the new and brilliant military sketch,

LES ZOUAVES,

With new and splendid Costumes, Evolutions, &c.

THE BULL will be performed by DAN CASTELLO, the great humorist, in a great variety of tricks.

Performances every AFTERNOON and EVENING this week, commencing at 2 and at 7 o'clock.

Admission 25 cents.

No half price.

SPECIAL ANNOUNCEMENT.

TRIUMPHAL PROCESSION

OF NIXON & CO.'S MAMMOTH CIRCUS,

ON THIS

MONDAY MORNING, Oct. 18, 1869,

Starting at 10 A. M. precisely, from the corner of 8th-av. and 24th-st.

PROGRAMME:

Drawn by

THE GORGEOUS GOLDEN CHARIOT,

40 HORSES RICHLY CAPARISONED,

And driven by the greatest salesman in the world, Ed. Bachm

Duel Between Senator Broderick and Judge Terry.

Broderick Killed at the First Fire.

ST. LOUIS, Saturday, Oct. 6.

The Overland Mail of the 16th ult. reached Jefferson City to-day.

The duel between Senator Broderick and Chief Justice Terry took place near San Francisco, on the morning of the 13th ult.

Broderick fell at the first fire, having been pierced through the lungs. He lingered till 9¾ o'clock on the morning of the 16th, when he died.

The community was profoundly agitated by the unfortunate event.

Public affairs resumed unhurt.

During the political campaign closed by the election on the 7th ult., Senators Gwin and Broderick incited challenges at one another, while expressing their readiness to settle their private grievances in a private way, or in the manner usual among gentlemen. A duel was desired for after the election, and the report that they were to fight therefore, excited no great attention—though the result was anticipated with intense interest. But instead of a duel between Broderick and Gwin, it turned out that the affair was to be between Broderick and Chief Justice Terry, of the Supreme Court. About two months since, the difficulty that occurred between Broderick and a lawyer named Penney, in which Judge Terry's name figured, was detailed in full in the Times and the subsequent correspondence between Broderick, Penney, and Gwin, was also given in full. Broderick, on that occasion, at the breakfast table of the International Hotel, in San Francisco, said that Terry, (who delivered a speech at the Democratic State Convention attacking Broderick,) did not treat him well, and that if he had received his demands, the Vigilance Committee, whom they held him (Terry) prisoner, would have hung him. He also said that even in that trouble Terry received his active aid, and his (Terry's) conduct was a poor return for the services rendered him when he wanted friends. Terry challenged Broderick, and, as his known, he declined to fight on the ground that Terry was an assassin. Soon after, Broderick announced from the stump that he would not accept a challenge before the election, but that after it was over he was ready for any of his enemies.

On Friday morning, the 5th ult., Broderick was waited on by Mr. Calhoun Benham as the friend of Terry, who delivered a challenge to mortal combat. It was at once accepted, and it is understood the conditions agreed on were, that no person except the principals, seconds, and surgeons were to know of the time or place of the duel. Broderick and Terry immediately left the city, a fact which soon became widely known and caused the greatest excitement. Speculation was on tiptoe, and the sole topic of conversation was concerning the contemplated fight. It seems that a correspondence was opened with the view of settling the difficulty. The report is that Broderick was ready to give satisfaction by stating that, although he used the language complained of on the spur of the moment and in the heat of personal debate, such were not the feelings of his heart. It is said this apology or explanation was not satisfactory, and a meeting was agreed on to take place at five o'clock on the morning of the 13th ult., the weapons to be six-shooters. At the appointed time that morning the parties were on the field, in presence of about two hundred spectators, and several police officers. The spot selected, near the Lake House, beyond the Mission, and in San Francisco County, did not turn out satisfactory to the seconds, either in consequence of the nature of the ground or the presence of the police officers, who expressed their determination to prevent the duel taking place. Two other places were examined, when, at length, the party crossed the line into San Mateo County, and at a little after seven o'clock that morning fixed on the spot and commenced measuring the ground. The principals, with their seconds, in a few minutes took their appointed places. At this moment the Chief of Police and three officers interfered. One of their number went up to Broderick and presented a warrant for his arrest, while another approached Terry. They denied the authority of the officers to arrest, as they were out of the limits of San Francisco; but it seems that the warrant was indorsed by a San Mateo magistrate. After considerable time spent in deliberation they surrendered themselves and were liberated on parole. Messrs. Broderick and Terry then agreed to appear before the Police Court at 2 o'clock on Monday afternoon, the 15th ult., the day before the duel. The result of that proceeding is a matter of little consequence now, as it did not prevent the hostile meeting.

It is said that Judge Terry resigned his seat on the bench before leaving Sacramento. His seconds were Messrs. Calhoun Benham and Thomas Hayes. Mr. Broderick's seconds were Messrs. J. C. McKibben and one another whose name we do not know, but probably either Ex-Sheriff Coons, of Yreka, or Mr. John A. Means, of San Francisco.

A LATER DISPATCH.

ST. LOUIS, Sunday, Oct. 9.

Some of the San Francisco papers evince a disposition to make it appear that Mr. Broderick was the victim of a conspiracy, but the most prominent ones assert that the duel was conducted in strict accordance with the *code duello*. Broderick's pistol went off before raised into line with his antagonist. Terry's *shot took effect two inches from the right nipple*, carrying away part of the breast-bone. Mr. Broderick suffered intense agony from the time he was shot till he died.

When the mail left, two hours after his death, it had been announced that all the flags in the city would be displayed at half-mast, and emblems of mourning were beginning to appear in all parts of the city.

THE VERY LATEST.

[BY THE SOUTHWESTERN ROUTE.]

NEW-ORLEANS, Sunday, Oct. 9.

Judge Terry had been arrested. The public were incensed at the killing of Broderick. His funeral was the most imposing ever witnessed in San Francisco.

ORIGIN OF THE DUEL.

The fatal meeting between Mr. Broderick and Judge Terry had its origin in a political controversy, dating back to last June. During that month, the State Convention of the Locompton Democracy of California was held at Sacramento. Among the prominent leaders in the body was Judge Terry, who desired a renomination for the Supreme Court; but, having received but 61 votes, against 141 cast for W. W. Cope, of Amador County, was defeated in his attempt, and contented himself with assuming the part of an active wire-puller and speech-maker. Towards the close of the session, the Convention proceeded to the consideration of a series of resolutions relative to the course of Mr. Broderick in the United States Senate. Judge Terry rose to speak against the adoption of resolutions which should commend the acts of Mr. Broderick, and improved the occasion to launch out into a bitter diatribe against him. He alluded to Mr. Broderick in terms quite the reverse of complimentary, depicted his character in repulsive colors, and animadverted upon his career as a politician. The asperity of the conflict between the rival factions of the Democracy gave occasion for this denunciation of Mr. Broderick. Terry still adhered to the Locompton-Administration wing of the party. Mr. Broderick, following the bold and able course which he had assumed in the Senate in opposition to the Administration, had become the acknowledged leader of the Anti-Locompton-Douglas Party in California. Terry was unsparing in his denunciations of what he was pleased to term Mr. Broderick's betrayal of the interests of the Democracy. The Convention adjourned, and among the reports of its proceedings which found their way to the Press was a sketch of Terry's remarks.

On the following Monday morning, June 27, the report of Terry's speech fell under the eye of Mr. Broderick, while he sat at breakfast in the International Hotel in San Francisco. In close proximity to him, sat Mr. D. W. Perley, a warm personal friend of Judge Terry. Mr. Broderick, smarting by the severe rebuke which Terry had administered to him, began to speak in harsh terms of Terry; remarking, in substance, that he (Broderick) had stood by Terry and sustained him, on an occasion when his own course was severely censured and much needed; that Terry had interfered in his behalf—for he thought it was a pity that the Vigilance Committee had not dealt with him as they had dealt with others whom they had taken in hand. Perley quickly interposed a remonstrance against Mr. Broderick's speaking in such terms about so absent friend—and finally the Senator turned upon Perley himself, using some offensive expressions towards him. As words ran high, Mr. Perley withdrew, and after some little parley, in which Mr. Broderick, Mr. Perley, and a hostile interview with Mr. Broderick; Mr. Broderick, Locompton candidate for State Comptroller; Mr. Broderick, Locompton candidate for State Comptroller; and upon the arrival, that night, on the Sacramento and upon the arrival, that night, on the Sacramento boat, of Mr. H. J. C. Kayser, he was substituted for Mr. Perley, as the friend of Perley. Mr. Broderick, Mr. Broderick, as the friend of Perley, Mr. Broderick, declined positively to fight Mr. Perley, and the result described positively to fight Mr. Perley, and the result described positively to fight Mr. Perley, and the result described